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SAN JOSE:
A COURSE for CONTINUED PROGRESS

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A. P. HAMANN, *City Manager*

September 19, 1965

To the Honorable City Council and
the Citizens of San Jose, California

Gentlemen:

In the last decade we have witnessed the growth of San Jose from a small community to one of the largest cities in the State of California. During that time the population has grown from 112,000 persons to over 328,000 persons, and the area of the city to well over 115 square miles. Although San Jose has been experiencing this tremendous growth, it has earned a reputation as a progressive and successful city by reason of its accomplishments. As one example, San Jose received national recognition as an All America City by Look Magazine and National Municipal League.

This admirable reputation is not something that just happened. The success of the City is the direct result of the well-planned 1957 and 1961 Capital Improvement Bond Programs supported by the City Council and the people of San Jose. Most of the $67,620,000 in capital improvement projects of those two bond issues have been completed or are under construction. By alert budgeting practices, progressive attitudes, and a state of financial readiness, approximately $90,000,000 of capital improvements have been accomplished for the citizens without increasing the maximum tax rate. In actuality, the maximum tax rate has declined about six cents per one hundred dollars of assessed value during that period.

In addition to active capital improvement programs for local street systems, airport development, fire protection, park programs, libraries, storm drainage, and water pollution control, the city has vigorously campaigned to have the State of California adopt and begin construction on the city's freeway system — one of the finest systems in the United States. In the next five years the State Division of Highways will allocate approximately $150,000,000 for the construction of the Junipero Serra and Guadalupe Freeways — both of which were conceived by the city and successfully included in the State's freeway system. City and county officials, along with the state legislators, are working just as hard to obtain State participation in the acquisition of the Coyote River Parkway.

Once again it becomes necessary to submit a seven year capital improvement program for your consideration and approval. This proposed capital improvement program recommends a series of projects totaling $62,580,000, of which $52,500,000 is proposed to be financed by a ten cents property tax increase, one-half of the cigarette tax revenue, and surplus revenues from sales taxes. The remaining $10,080,000 will be financed from gasoline taxes and airport revenues. A property tax increase of ten cents is needed to supplement the first eight years of the program because revenue from the cigarette and sales taxes alone cannot finance the program during that period.

The proposed projects are explained within the brochure. As you review these projects and our past programs, the progress our city has made in the last ten years unfolds, and the challenges that lie ahead await your approval.

A. P. Hamann

A. P. Hamann, *City Manager*

TABLE OF CONTENTS

PAGE

SECTION I — BACKGROUND 1
1957 CAPITAL IMPROVEMENT PROGRAM 5

SECTION II — 1961 CAPITAL IMPROVEMENT PROGRAM 15
PARK AND PLAYGROUND PROGRAM 19
TRAFFIC PROGRAM 24
LIBRARY PROGRAM 28
FIRE PROTECTION PROGRAM 30
PUBLIC WORKS YARD PROGRAM 32
CIVIC CENTER EXPANSION PROGRAM 34
AIRPORT PROGRAM 35
STORM AND SANITARY SEWER PROGRAM 37
WATER POLLUTION CONTROL PLANT PROGRAM 37

SECTION III — SAN JOSE'S NEEDS, 1966-1973 39
SUMMARY CHART 42
PARK AND PLAYGROUND PROGRAM 44
TRAFFIC PROGRAM 49
FIRE PROTECTION PROGAM 56
LIBRARY PROGRAM 58
PUBLIC WORKS SERVICE YARD PROGRAM 58
STORM SEWER PROGRAM 60
SANITARY SEWER PROGRAM 60
FINE ARTS CENTER PROGRAM 61
CIVIC CENTER PROGRAM 62
AIRPORT PROGRAM 65
OFF-STREET PARKING PROGRAM 66
URBAN RENEWAL 66
SAN JOSE COLISEUM 67
WATER POLLUTION CONTROL PROGRAM 68
MUNICIPAL WATER SYSTEM 69

SECTION IV — FINANCING 71
SPECIAL ISSUE FOR AIRPORT CONSTRUCTION 75

LIST OF TABLES

TABLE **PAGE**

1 INDICATORS OF SAN JOSE GROWTH 3
2 VOLUME OF RETAIL BUSINESS 4
3 SUMMARY OF 1961 BOND FUND ACTIVITIES AS OF APRIL 30, 1965 18
4 PARK AND PLAYGROUND PROGRAM — 1961 BOND FUND 22
5 TRAFFIC IMPROVEMENTS — 1961 BOND FUND 25
6 LIBRARY PROGRAM — 1961 BOND FUND 29
7 FIRE PROTECTION PROGRAM — 1961 BOND FUND 31
8 PUBLIC WORKS YARD PROGRAM — 1961 BOND FUND 33
9 CIVIC CENTER EXPANSION PROGRAM — 1961 BOND FUND 35
10 AIRPORT PROGRAM — 1961 BOND FUND 36
11 STORM SEWER EXTENSION PROGRAM — 1961 BOND FUND 38
12 WATER POLLUTION CONTROL AND SANITARY SEWER EXTENSION PROGRAM — 1961 BOND FUND 38
13 SUMMARY OF PROPOSED SCHEDULING FOR 1966 CAPITAL IMPROVEMENT PROGRAM 70

LIST OF PLATES

PLATE PAGE

1 GROWTH MAP 2
2 PROJECTS CONSTRUCTED OR DEVELOPED WITH 1957 BOND FUNDS . 6
3 PROJECTS CONSTRUCTED OR DEVELOPED WITH 1961 BOND FUNDS . 16
4 PARKS ACQUIRED WITH 1961 BOND FUNDS 21
5 PROPOSED PROJECTS TO BE CONSTRUCTED OR DEVELOPED WITH 1966 BOND FUNDS 43
6 1966 PARK AND PLAYGROUND PROGRAM 45
7 1966 TRAFFIC PROGRAM 50
8 1966 TRAFFIC PROGRAM—BRIDGES AND SIGNALS 55
9 1966 FIRE PROTECTION PROGRAM 57
10 1966 LIBRARY PROGRAM 59
11 1966 PUBLIC WORKS SERVICE YARD PROGRAM 59
12 STORM AND SANITARY SEWER PROGRAM 60
13 CIVIC CENTER PROGRAM 63
14 1966 MUNICIPAL AIRPORT PROGRAM 64

LIST OF CHARTS

1 POPULATION PROJECTION 4
2 PER CAPITA BONDED DEBT 75
3 PER CENT OF BONDED DEBT CAPACITY USED 76
4 COMPARISON OF 1966 AND PRIOR BOND ISSUES WITH LEGAL DEBT LIMIT 76

SECTION I

BACKGROUND

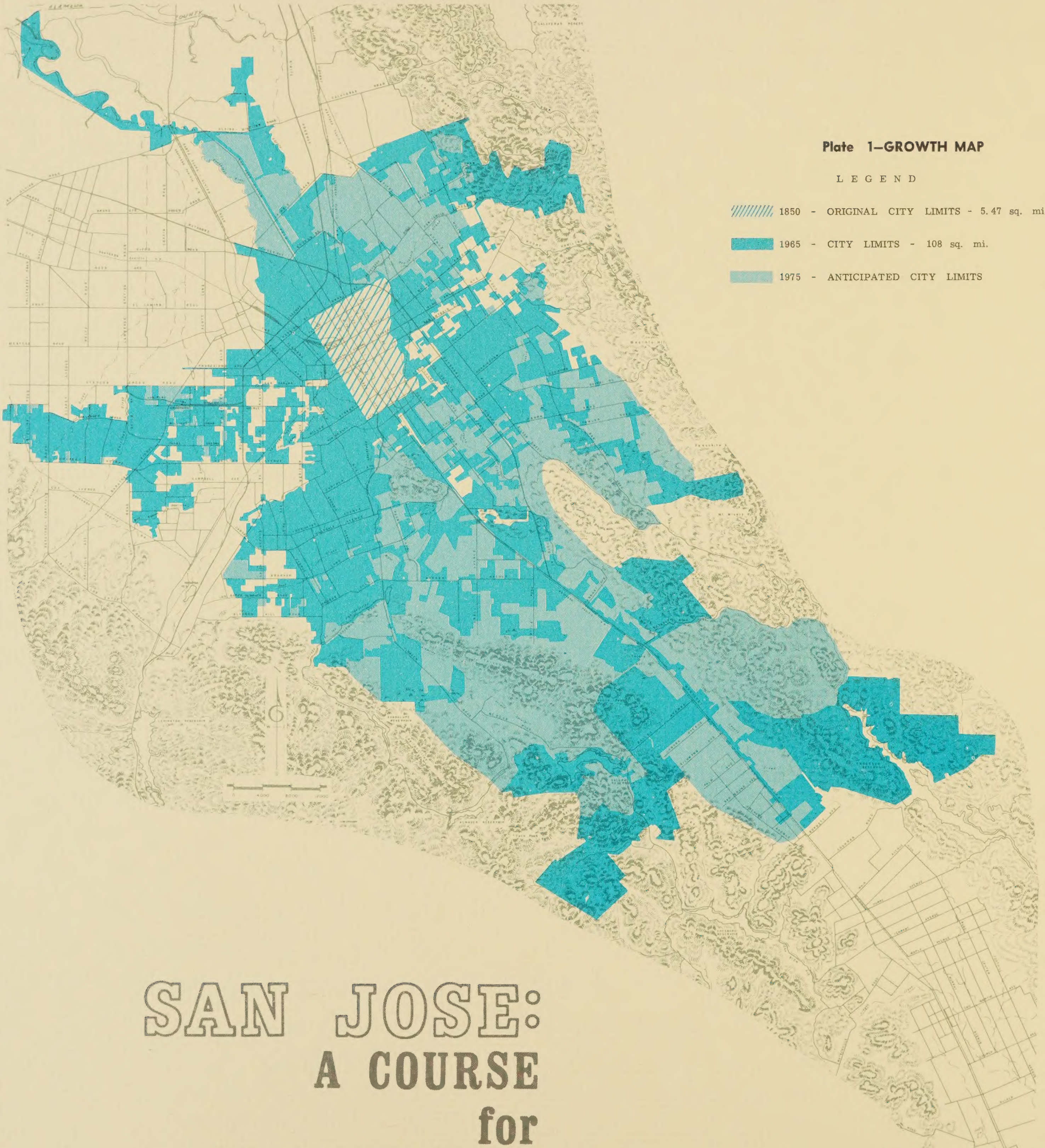

Plate 1—GROWTH MAP

LEGEND
▨ 1850 - ORIGINAL CITY LIMITS - 5.47 sq. mi
🟦 1965 - CITY LIMITS - 108 sq. mi.
▒ 1975 - ANTICIPATED CITY LIMITS

SAN JOSE:
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BACKGROUND

The City of San Jose is one of the fastest growing cities in the United States, both in population and area. During 1964, San Jose rose from the fifth to the third largest city in area in the State of California, and from all indications will continue to grow at an accelerated rate in both population and area. The manner in which newly annexed areas develop and the type of city San Jose becomes are dependent upon how well we plan our development and meet our capital improvement needs within the present city boundaries as well as in newly annexed areas.

As shown on Plate 1, San Jose has limited its growth to the natural drainage basin formed by the mountains on either side of the Santa Clara Valley and by the natural slope of the valley from the south toward San Francisco Bay. Lands lying within these limits are logical service areas for San Jose and are, in fact, part of the original Pueblo Lands of the city.

San Jose's annexation program has provided the city with area in which to grow. It has been this growth and the development of newly annexed areas that has made San Jose a dynamic city. Without the city's annexation program it would have been very difficult to subdivide land and provide homes and employment for the thousands of people who have migrated into the valley. Furthermore, the development of these newly annexed areas has created the tax base — both from property and sales tax — that has enabled the city to provide the many vitally needed capital improvements without an increase in the existing city's maximum property tax rate.

It is conservatively estimated that San Jose increases in population by 25,000 persons annually. In 1950 the population was 95,280, and, according to the official U.S. Census, by 1960 it had grown to 204,196, an increase of 114 percent. Since 1960 the city's population has experienced an even greater explosion, increasing from the 1960 count to 328,300 persons by March 1965. As shown in Chart 1, it is anticipated that by 1975 San Jose will attain a population of 600,000 persons and can ultimately be a city of 1,400,000 persons.

The growth of San Jose can be measured in many ways: growth of area, building permits, assessed valuation, and volume of retail business. Whichever index is used to measure development and progress in San Jose, the trend is upward. See Table 1 below.

Table 1 — INDICATORS OF SAN JOSE GROWTH

Year	Accumulative Growth in Square Miles	Building Permits(1)	Assessed Valuation(2)
1950	17,32	$ 20,527,183	$108,772,030
1955	27,61	39,002,944	161,455,530
1957	39.12	57,845,289	211,896,200
1960	63.87	106,735,325	342,632,770
1961	68.86	119,753,454	414,610,290
1962	71.40	120,287,019	481,253,760
1963	74.99	134,568,441	532,463,910
1964	104.94	126,408,724	578,611,160
1965	108.34(3)	72,054,552(3)	642,191,770

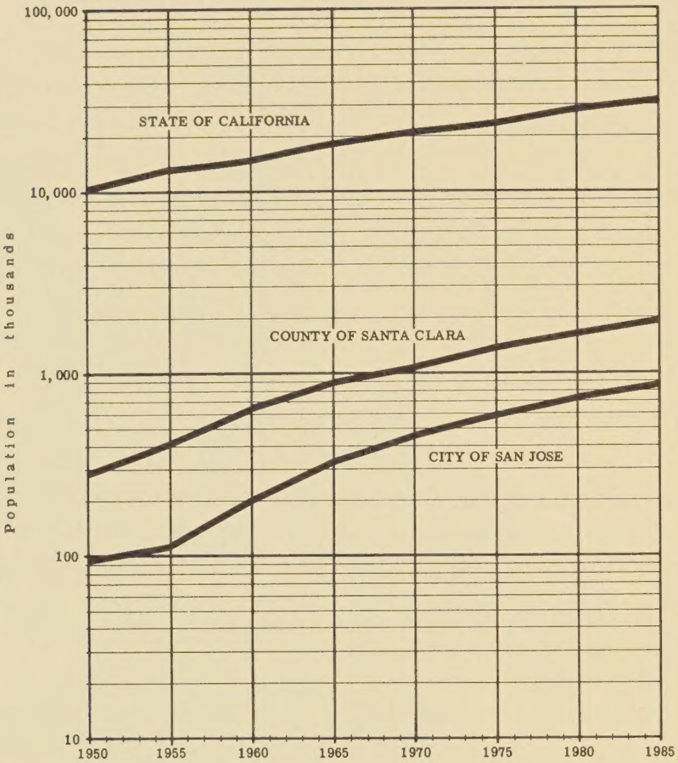
(1) As of December 31 for year indicated.

(2) As of June 30 for year indicated.

(3) As of June 1965.

Source: Compiled from San Jose Planning Dept. data.

CHART I — POPULATION PROJECTION



Sources: 1950 & 1960 U. S. Bureau of Census.
1951 - 1959 San Jose and 1951-1959, 1961-1964 Santa Clara County: Planning Department, County of Santa Clara.
1961 - 1964 San Jose; 1951-1959, 1961-1985 California; and 1965-1985 Santa Clara County: Department of Finance, State of California.
1985 Santa Clara County and California: extension of projections by the Department of Finance, State of California.

While this report is directed toward the City of San Jose and its needs, other factors must be considered that have direct bearing on the city. Of primary concern is the fact that San Jose is a major metropolitan area in which there presently reside 883,000 persons all contributing to a 1.3 billion dollar marketing area. (See Table 2)

As previously stated, a progressive capital improvement program is needed to assist in the logical and orderly development of the city. Since 1957, San Jose has passed two six-year capital improvement programs. In 1957 the voters approved a $23,550,000 bond issue, and in 1961, a $44,070,000 bond issue. Both of these programs were financed solely from sales tax revenue, resulting in a decrease in the property tax rate of six cents over a six-year period.

Table 2 — VOLUME OF RETAIL BUSINESS

Year	City	Metro Area
1950	214,646,000	334,865,000
1955	274,234,000	554,803,000
1957	331,053,000	696,267,000
1960	424,600,000	917,145,000
1961	452,000,000	969,068,000
1962	489,851,000	1,100,693,000
1963	539,327,000	1,250,000,000
1964	596,504,000	1,371,525,000

Source: Sales Management Magazine, State Board of Equalization.

1957 CAPITAL IMPROVEMENT PROGRAM

TOTAL PROGRAM—$23,550,000

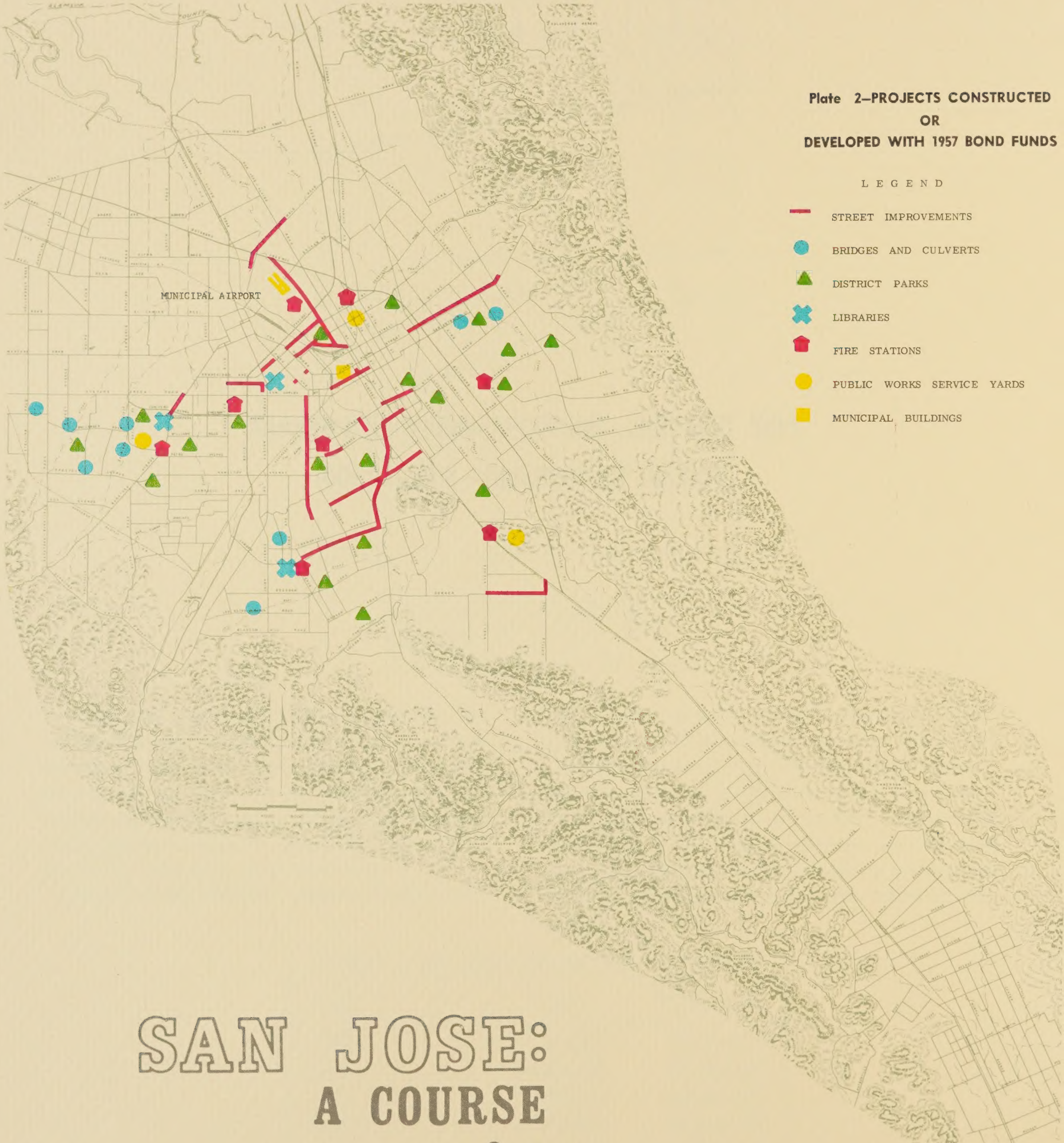


Plate 2—PROJECTS CONSTRUCTED OR DEVELOPED WITH 1957 BOND FUNDS

LEGEND
STREET IMPROVEMENTS
BRIDGES AND CULVERTS
DISTRICT PARKS
LIBRARIES
FIRE STATIONS
PUBLIC WORKS SERVICE YARDS
MUNICIPAL BUILDINGS
MUNICIPAL AIRPORT

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1957 CAPITAL IMPROVEMENT PROGRAM — $23,550.000

The 1957 Capital Improvement Program will be substantially completed at the end of the 1964-65 fiscal year, six years after its approval. The program as submitted to the voters contained a suggested list of improvements for streets, parks, sewers, libraries, fire stations, auditorium, airport and public works service yards.

As stated in the 1957 Capital Improvement Program every effort was made to obtain the maximum amount of outside matching funds from State, County, Federal or private agencies in order to provide the city with as many capital improvements as possible. In this respect, the 1957 bond program was very successful. In addition to the $23,550,000 expended by the city, it is estimated that approximately $10,000,000 was contributed by other agencies, either by direct contribution to the City or by independent contract.

1957 BOND ISSUE — SUMMARY OF PROJECT EXPENDITURES

	1957 Bond Issue Proceeds	Other Sources Provided(1)	Total Project Expenditures Accounted For In Bond Funds Through 4/30/65(2)
Fire Protection	$ 1,900,000	$ 53,432	$ 1,953,432
Parks and Playgrounds	2,500,000	171,100	2,671,100
Auditorium	450,000	92,076	542,076
Public Library System	500,000	32,850	532,850
Airport	3,500,000	3,251,169	6,751,169
Sewerage	1,500,000	72,910	1,572,910
Public Works Yards	850,000	21,089	871,089
Traffic Improvements	12,350,000	3,448,151	15,798,151(3)
Total	$23,550,000	$7,142,777	$30,692,777

(1) *Monies in addition to bond proceeds which were accounted for in the Bond Funds include interest, subsidies and grants received from the County, State, Railroads, and other agencies.*

(2) *Project costs through April 30, 1965, are not necessarily total final costs of projects. In many instances additional expenditures were made from monies not accounted for in Bond Funds (mainly from Sales Tax Fund and Gas Tax Fund).*

(3) *Does not include 1956 street improvement bond proceeds as was indicated in plans outlined in the 1957 bond brochure.*

The 1957 Bond Issue for $23,500,000 was used to help finance the following capital improvements:

1. FIRE PROTECTION — $1,953,432

a. Constructed 8 permanent firestations (incl. relocating)	$ 917,742
b. Purchased new fire equipment, misc. station improvements and additions	690,057
c. Purchased and installed 3,005 fire hydrants	345,633

2. PARKS AND PLAYGROUNDS — $2,671,100

a. Acquired 13 district parks	1,141,218
b. Other park land acquisition	43,686
c. Improved district and neighborhood parks, Alum Rock Park and City Hall Plaza and other park improvements	943,304
d. Purchased land and partially improved Kelley Park	444,014
e. Purchased additional land for Watson Park	98,878

3. AUDITORIUM — $542,076

Constructed Jay McCabe Convention Hall	542,076

4. PUBLIC LIBRARY SYSTEM — $532,850

a. Constructed three branch libraries	443,858
b. Remodeled Willow Glen Branch	46,177
c. Land for Hillview Branch	8,000
d. Equipment — furnishings	34,815

5. AIRPORT — $6,751,169

a. Land acquisition	2,639,283
b. Constructed aprons - taxiways - runways - lighting	2,586,276
c. Related airport improvements	1,525,610

6. SEWERAGE — $1,572,910

a. Constructed outfall sewer and interceptor	1,049,654
b. Various sanitary sewers	268,003
c. Primary expansion Water Pollution Control Plant	255,253

7. PUBLIC WORKS YARDS — $871,089

a. Purchased and partially improved two branch yards	201,995
b. Improved main corporation yard	466,803
c. Acquired additional land for disposal grounds	202,291

8. TRAFFIC IMPROVEMENTS — $15,798,151

a. Constructed Coleman-Market Connection	2,964,842
b. Guadalupe Parkway	1,141,852
c. Almaden Expressway	1,412,637
d. Southwest Expressway	311,068
e. Widened Curtner Avenue	238,725
f. Hillsdale Avenue	231,865
g. Widened Lincoln Avenue (North of Coe)	345,424
h. Stevens Creek Road	109,052
i. Widened Alma Avenue	375,409
j. Alum Rock Avenue	387,617
k. Forest Avenue	1,121,133
l. Coleman Avenue Realignment	106,157
m. Widened Minnesota Avenue	431,693
n. Widened Taylor Street	671,752
o. Widened San Carlos Street	1,131,006
p. Constructed Trimble Road	194,008
q. Widened Keyes Street	749,525
r. Widened Hedding Street	1,820,258
s. Center strip and street improvements	543,707
t. Other street projects (less than $100,000 each)	1,104,975
u. Installed 50 traffic signals (including 17 participating traffic signals)	405,446
Total project expenditures accounted for in bond funds	$30,692,777[1]

---

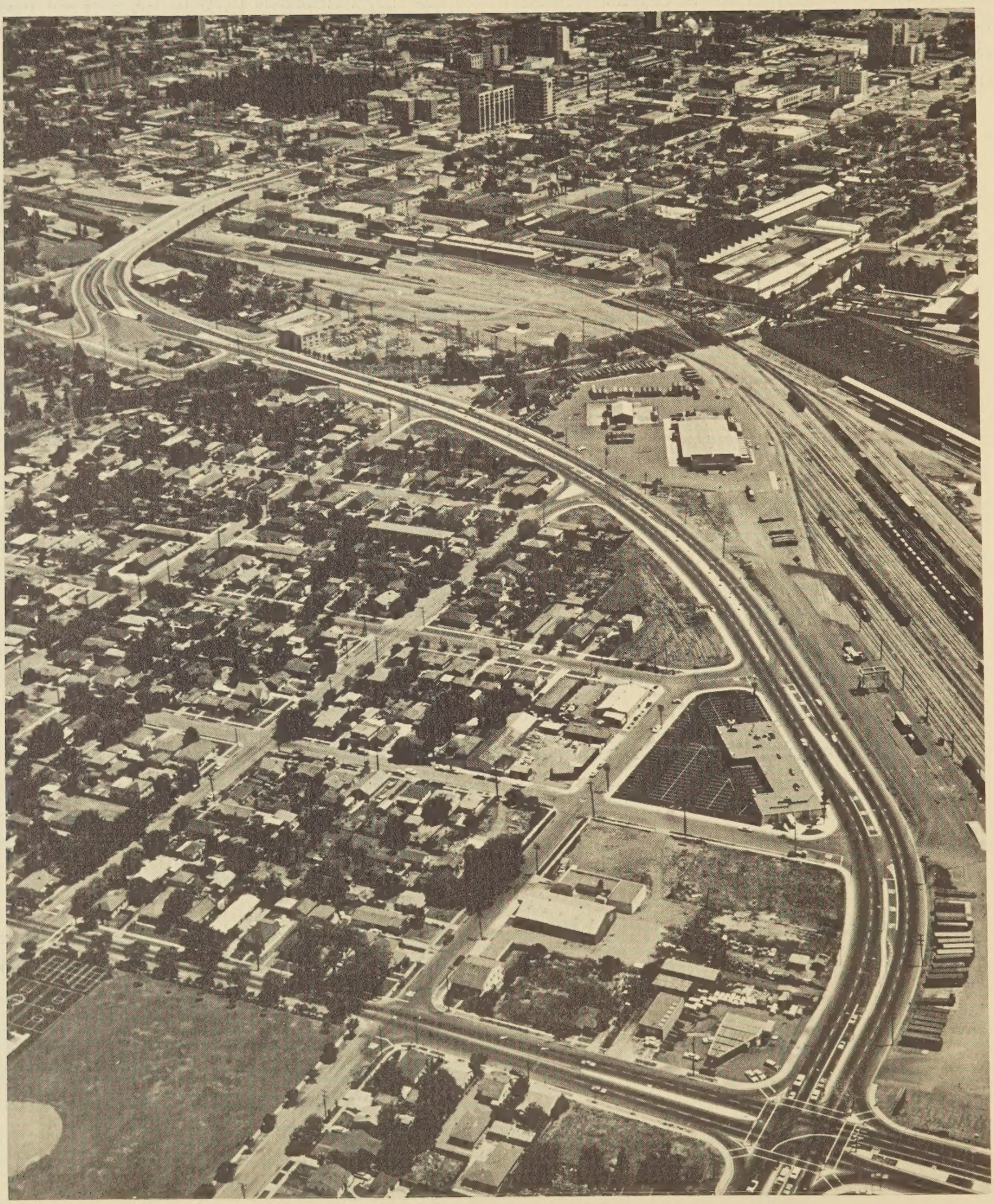
[1] *Project costs through April 30, 1965, are not necessarily total final costs of projects. In many instances additional expenditures were made from monies not accounted for in Bond Funds (mainly from Sales Tax Fund and Gas Tax Fund). Monies in addition to bond proceeds which were accounted for in the Bond Funds include interest, subsidies and grants received from the County, State, Railroads, and other agencies.*

A majority of the projects as suggested have been or will be completed as was originally recommended in the library, fire station, sewer, airport and public works service yards programs. However, in the streets, parks and auditorium programs, it was necessary to re-evaluate the plan and direct the city's emphasis to meet the greatest need because of changing development trends and increasing property values.

MAJOR CHANGES IN THE 1957 BOND PROGRAM

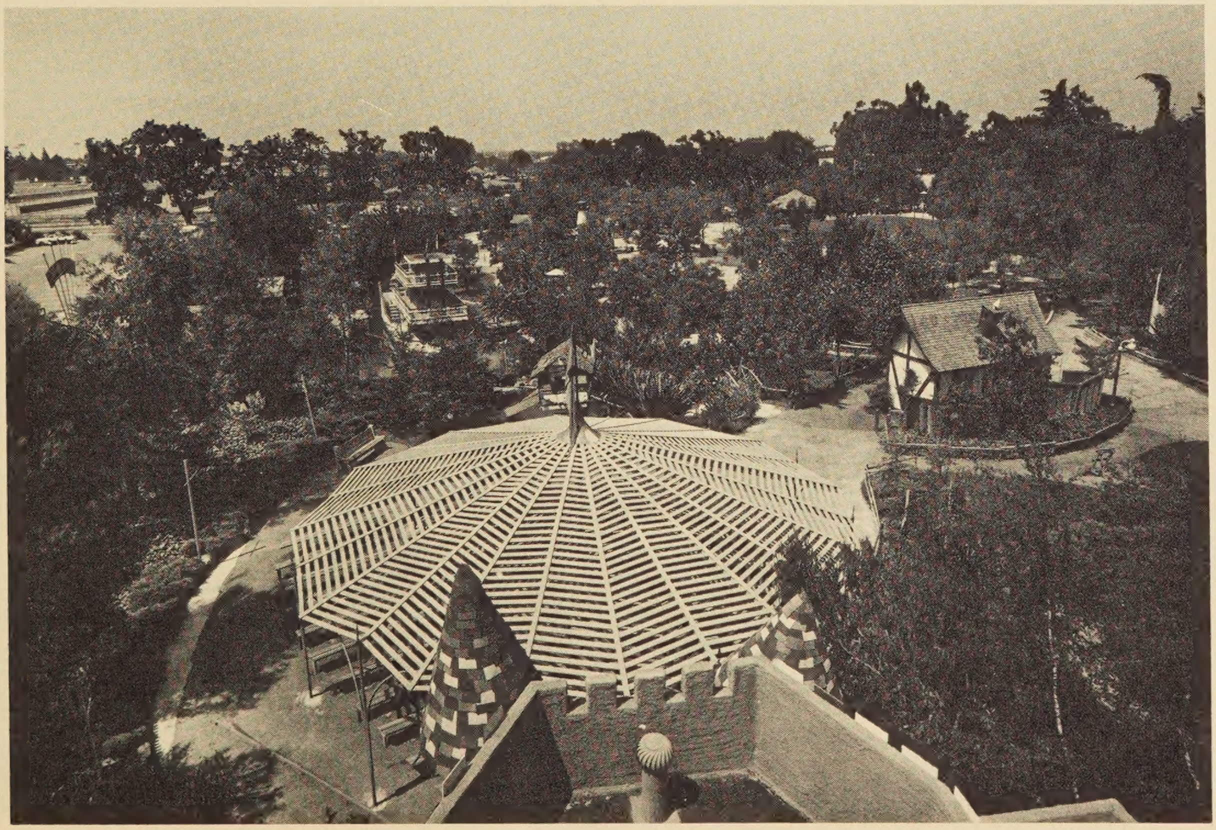
1. AUZERAIS-SAN SALVADOR 2. VIRGINIA-STORY CONNECTION	The need for these projects was eliminated when the City successfully obtained the State Division of Highway's adoption of an 8-lane freeway to replace the Virginia-Story Connection. Auzerais-San Salvador was originally planned to link with the Virginia-Story Connection. Since the change in status of Virginia-Story from a local street to a freeway, and because anticipated traffic volumes did not materialize on Auzerais, the proposed connections are unnecessary.
3. LINCOLN AVENUE (Minnesota-Almaden)	Since the City joined with the County in constructing the Almaden Expressway — generally serving the same area of traffic demand — this project was deferred to the 1965-66 Capital Budget.
4. JULIAN-ST. JAMES WEST 5. JULIAN-ST. JAMES EAST	The need for these projects was eliminated when the County adopted an expressway route through the same area.
6. PARK AVENUE UNDERPASS	The City is awaiting a priority listing from the State Public Utilities Commission which would provide 45 per cent of the cost of constructing the underpass. It is anticipated that the City will receive State approval in 1966.
7. BIRD-ALMADEN	The construction and realignment of the Almaden Expressway eliminated the need for this connection.
8. BIRD-MONTGOMERY	This project was deferred to the 1961 Bond Program since the location of the Junipero Serra Freeway Interchange and its effect on this project had not been determined.

The following photographs illustrate only a few of the facilities provided by the 1957 Capital Improvement Program.

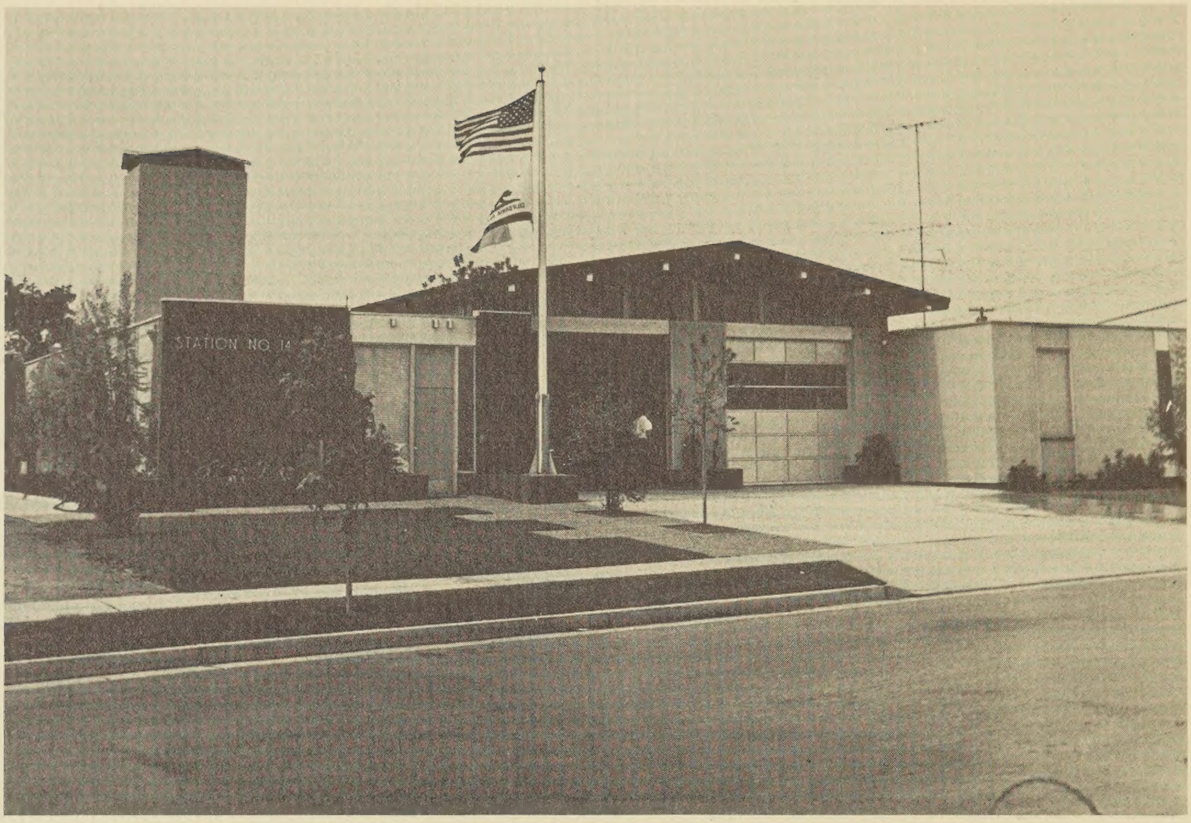


Coleman-Market Connection looking south toward Central Business District.

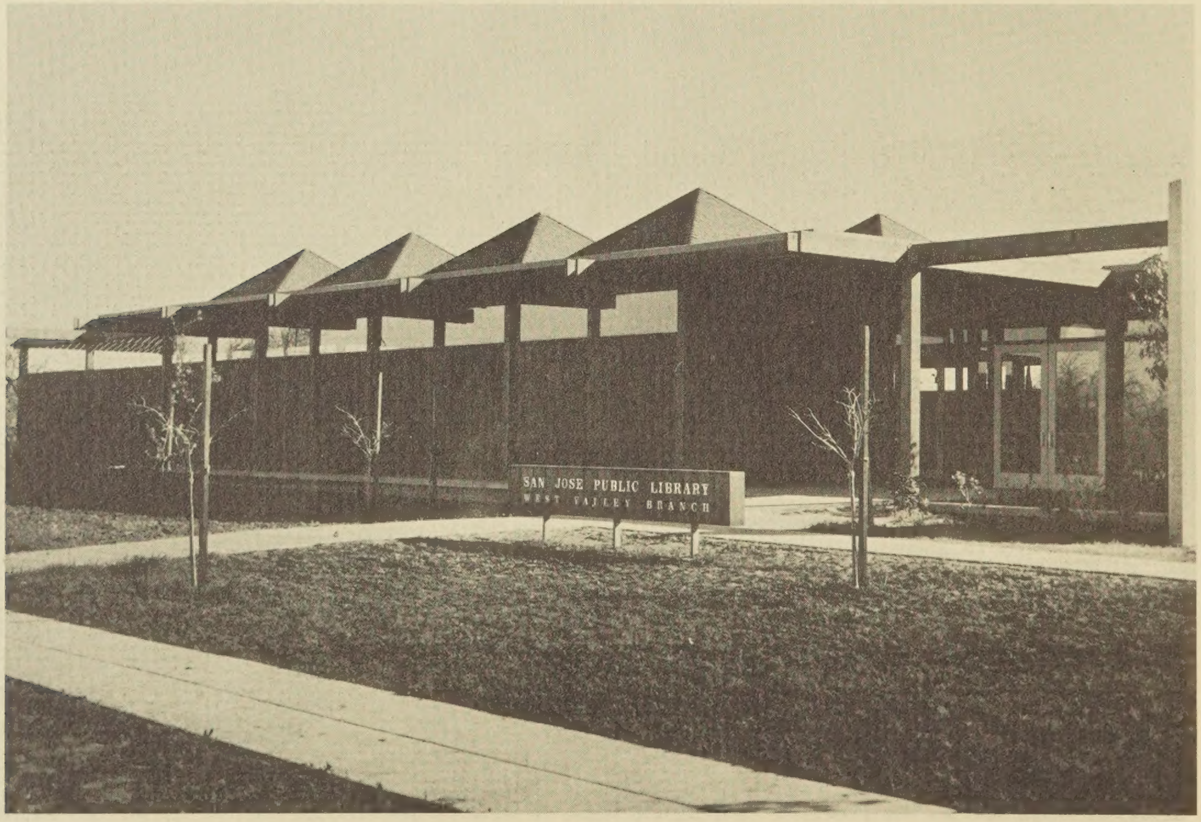
Butcher District Park located at Ross Avenue and Lancaster Drive improved with 1957 Bond Funds.



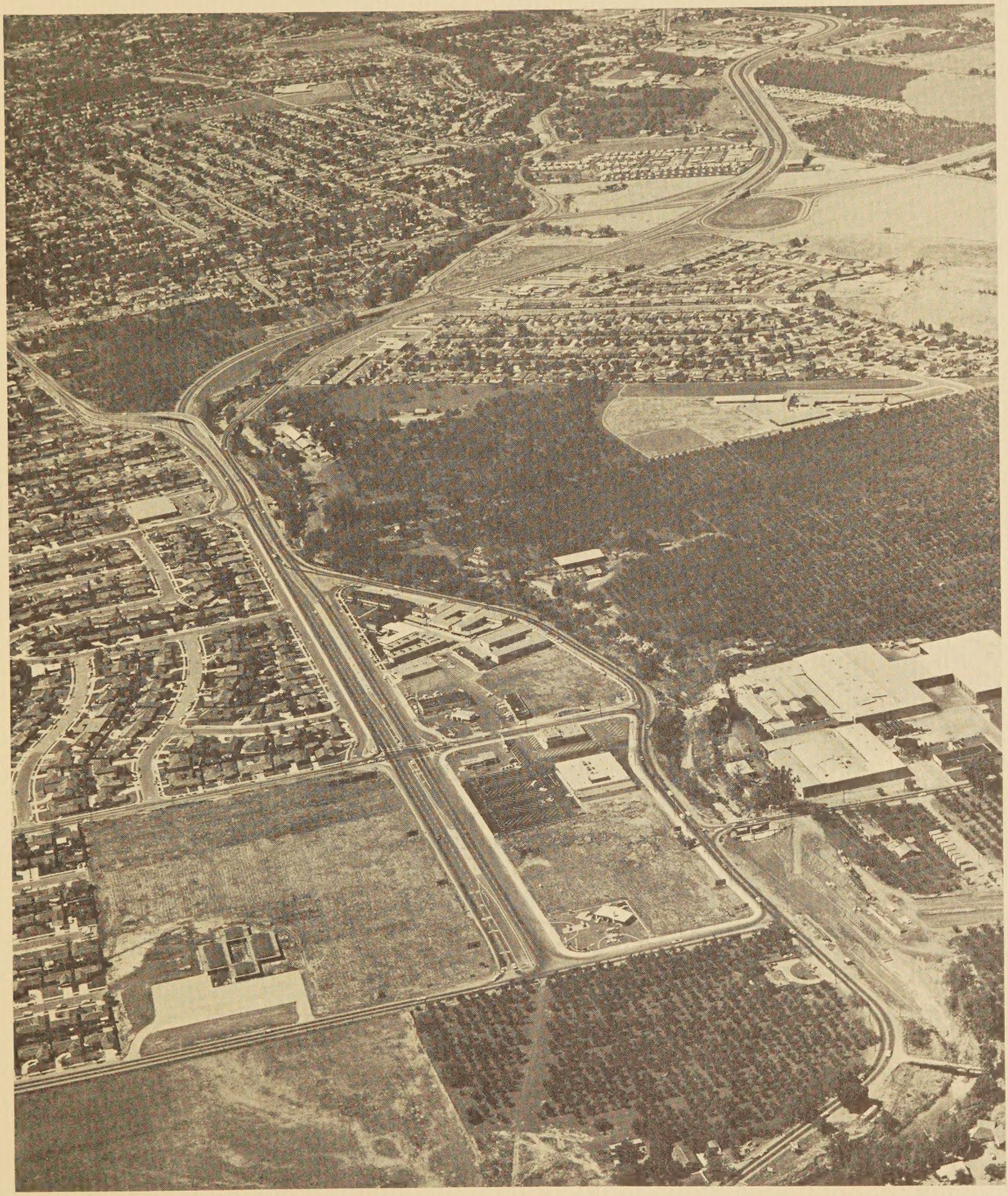
Happy Hollow Children's Park.


STATION NO 14

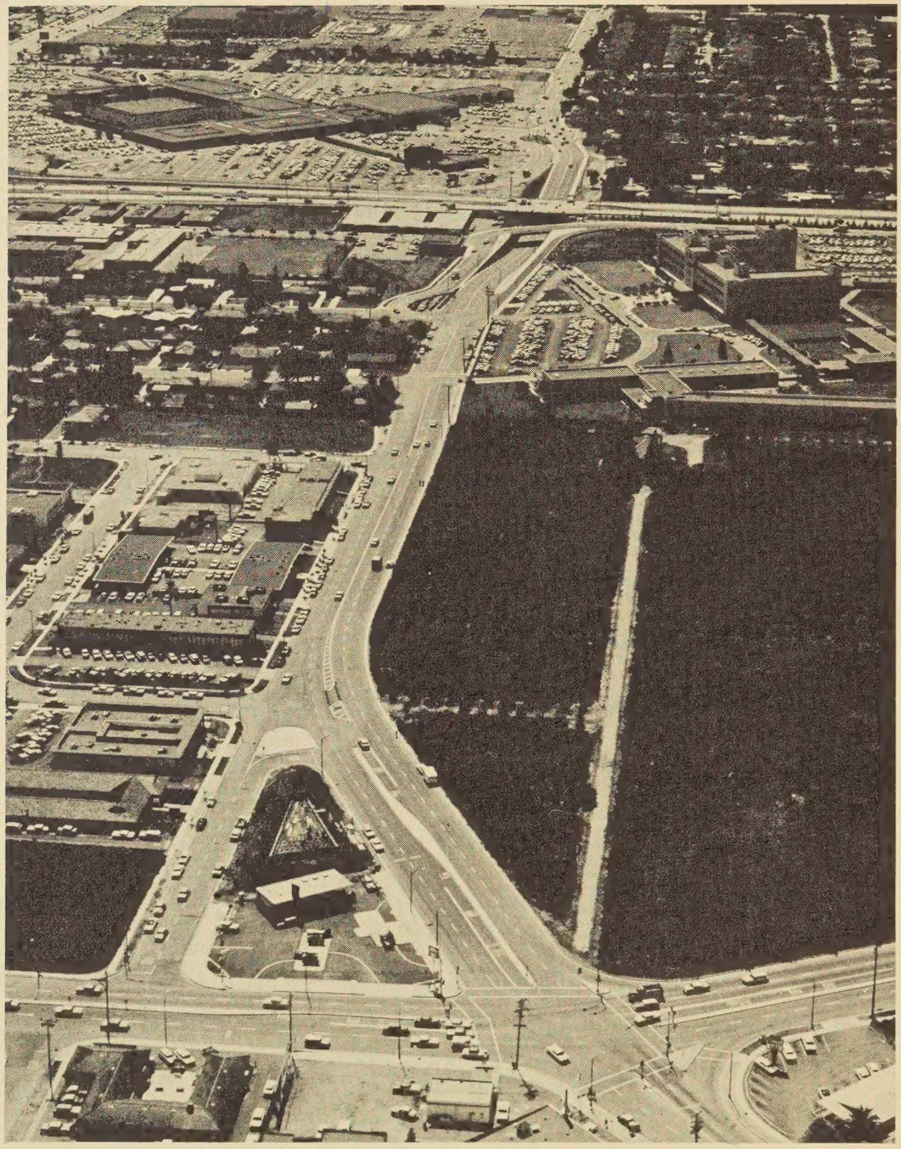
Fire Station 14 located at Saratoga Avenue and Doyle Road illustrates city's trend toward constructing public facilities compatible with neighborhood design.


SAN JOSE PUBLIC LIBRARY
WEST VALLEY BRANCH

West Valley Branch Library located at Saratoga Avenue and Doyle Road.



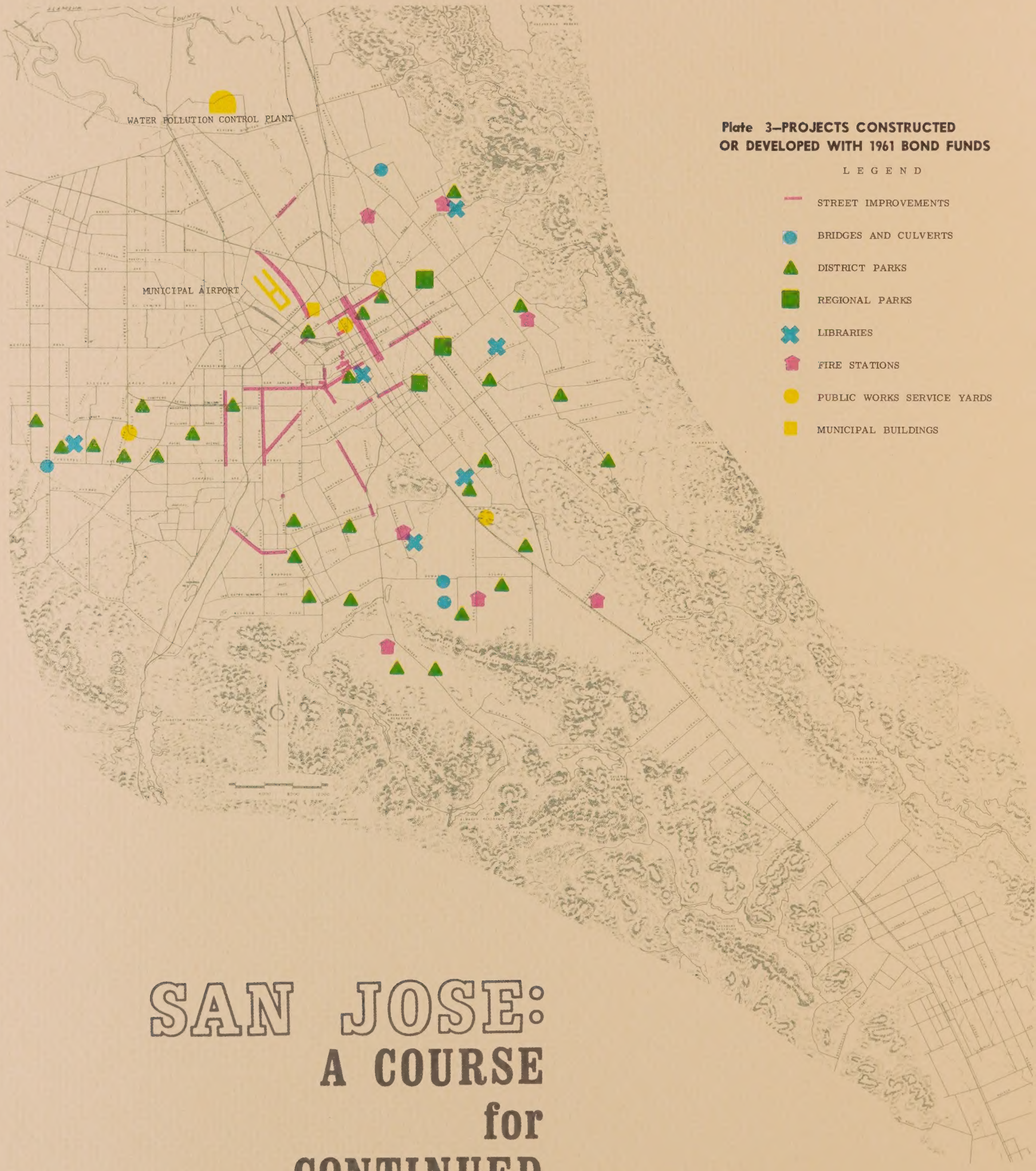
Almaden Expressway looking north from Hillsdale Avenue constructed as a joint City-County-State project. Interchange shows crossing at newly constructed Curtner Avenue.



Forest Avenue looking west toward Valley Fair Shopping Center.

SECTION II

1961 CAPITAL IMROVEMENT PROGRAM
TOTAL PROGRAM—$44,070,000



WATER POLLUTION CONTROL PLANT
MUNICIPAL AIRPORT
LEGEND
▬ STREET IMPROVEMENTS
● BRIDGES AND CULVERTS
▲ DISTRICT PARKS
■ REGIONAL PARKS
✖ LIBRARIES
⌂ FIRE STATIONS
● PUBLIC WORKS SERVICE YARDS
■ MUNICIPAL BUILDINGS

Plate 3—PROJECTS CONSTRUCTED OR DEVELOPED WITH 1961 BOND FUNDS

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1961 CAPITAL IMPROVEMENT PROGRAM

Total Program $44,070,000

The 1961 Capital Improvement Program was designed as a continuation of the 1957 Capital Improvement Program and provided for cultural facilities, expansion of the Civic Center facilities, secondary treatment at the sewage treatment plant in addition to the normal streets, parks, libraries, fire stations, sewers, and public works service yards. The approval of a second bond issue of $44,070,000 four years after the endorsement of a $23,550,000 program clearly showed the need for capital improvements and the voters' desire to see that public facilities are provided.

The 1961 Bond program can be segregated into two major divisions: 1) The San Jose-Santa Clara Sewage Treatment Plant, and 2) Continuation of the 1957 Capital Improvement Program.

SAN JOSE-SANTA CLARA SEWAGE TREATMENT PLANT

The cities and counties surrounding the San Francisco Bay have for many years deposited raw sewage directly into San Francisco Bay resulting in the pollution of the bay's water. In an effort to curtail this practice the State Water Pollution Control Board instituted actions against the various bay area communities to desist from this practice and to provide sewage treatment facilities.

In keeping with the city's schedule for bond amortization, the first years of the 1961 Bond Program were devoted to financing the sewage treatment plant. With the completion of this facility and the sale of the 1957 Bonds, the city is now concentrating its efforts on the remainder of the 1961 Program.

CONTINUATION OF THE 1957 CAPITAL IMPROVEMENT PROGRAM

As stated earlier, the 1961 Six-Year Capital Improvement Program contained many large projects such as the airport terminal building, the main library, the police building, and the expansion of the health building. In order to finance any one of these specific projects in any given year and yet continue with other vitally needed improvements such as streets and parks, careful scheduling and budgeting is required. Conformance to this schedule for the sale of city bonds over a six-year period prohibits the completion of the 1961 Bond Program ahead of schedule. As shown in the summary of the 1961 program that follows, all proposed projects will have been completed at the end of the six-year schedule.

Table 3 — SUMMARY OF 1961 BOND FUND ACTIVITIES
AS OF APRIL 30, 1965

Project	Authorized Bond Amount	Bonds Sold to 4/30/65	Interest Earned	Grants and Miscellaneous Revenue	Transfers From Other Funds	Total Revenue (Note #1)	Expenditures to April 30, 1965 (Note #2)	Balance in Fund as of April 30, 1965	PROJECTED BOND SALES			Total Bond Sales
									October 1965	1966 - 67	1967 - 68	
Airport Program	$ 1,400,000	$ 1,400,000	$ 93,831	$ —	$ —	$ 1,493,831	$ 1,224,889	$ 268,942	— All Bonds Sold —			$ 1,400,000
Civic Center Expansion Program	1,790,000	640,000	28,669	506,926	—	1,175,595	987,720	187,875	— 0 —	$1,150,000	— 0 —	1,790,000
Fire Protection Program	965,000	520,000	10,460	—	—	530,460	366,261	164,199	250,000	195,000	— 0 —	965,000
Library Program	3,680,000	815,000	18,021	—	—	833,021	317,635	515,386	2,865,000	— 0 —	— 0 —	3,680,000
Park and Playground Program	2,875,000	2,875,000	54,217	49,433	—	2,978,650	1,711,767	1,266,883	— All Bonds Sold —			2,875,000
Public Works Maintenance Yard Program	580,000	380,000	4,539	—	—	384,539	133,850	250,689	— 0 —	100,000	100,000	580,000
Water Pollution Control and Sanitary Sewer Extension Program	22,600,000	20,500,000	130,525	335,397	849,376	21,815,298	20,729,720	1,085,578	— 0 —	1,000,000	1,100,000	22,600,000
Storm Sewer Extension Program	1,400,000	1,185,000	53,720	—	—	1,238,720	662,265	576,455	— 0 —	215,000	— 0 —	1,400,000
Traffic Program	8,780,000	5,100,000	132,252	268,896	788	5,501,936	4,233,276	1,268,660	1,500,000	1,495,000	685,000	8,780,000
Total	$44,070,000	$33,415,000	$526,234	$1,160,652	$850,164	$35,952,050	$30,367,383	$5,584,667	$4,615,000	$4,155,000	$1,885,000	$44,070,000

Note (1) Monies in addition to bond proceeds which were accounted for in the Bond Funds include interest, subsidies and grants received from the County, State, Railroads, and other agencies.

Note (2) Project costs through April 30, 1965, are not necessarily total costs of projects to date. In many instances additional expenditures were made from monies not accounted for in Bond Funds [mainly from Sales Tax Fund and Gas Tax Fund].

1961 PARK AND PLAYGROUND PROGRAM — $2,875,000

The 1961 Park and Playground Program is a continuation of the 1957 Park and Playground Program in which emphasis was placed on land acquisition. As a result of the 1957 bond program the City has acquired 13 district park sites and has improved 18 district parks.

The City's policy of acquiring park sites adjacent to elementary schools has permitted maximum utilization of open space at school grounds. In some instances this policy has allowed the city to acquire slightly smaller sites and yet provide the same or better service than if the park site were independent of the school. This practice has also enabled the city to offset the rising cost of land by obtaining more park and recreational facilities for a greater number of people. Where ten new district parks were proposed in the 1961 Park and Playground Program, the city has acquired, or is in the process of acquiring, thirteen standard size district parks and two smaller parks to provide recreational facilities in areas where large parcels of land were not available.

The 1961 Park Program allocated $1,000,000 for the acquisition of the new sites. In an effort to continue acquiring sites ahead of development and rising land costs, the city will have expended a total of approximately $1,410,000 by the end of the 1965-66 fiscal year. In so doing, five additional parks will have been acquired for future recreational areas.

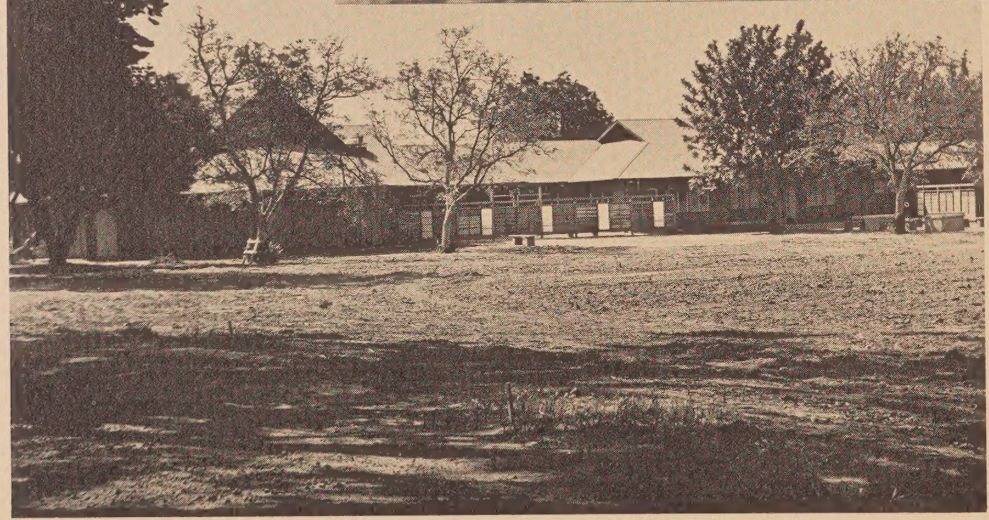
As a direct result of the 1957 and 1961 Park and Recreational Bond Programs, the city has acquired 28 district parks and increased its park acreage by 248.5 acres. This amount does not include the 84 acres in other parks such as Kelley Park or the small neighborhood facilities. In addition to the city's purchasing 332.5 acres of land for recreational purposes, it has been the recipient of 123.4 acres of land deeded by citizens interested in the preservation of open space.

With respect to park improvements the city is proceeding with as many park sites as possible. Improvements consisting of turfing, landscaping, sprinklers, small children's play areas, utility buildings, baseball diamonds and street improvements will have accounted for approximately $724,000 in 1961 park bond funds by the end of the 1965-66 fiscal year. The full development of each district park will take time and money; however, the aforementioned improvements make the sites immediately available for recreation purposes.

1961 Bond funds have also been used for the expansion and development of Kelley Park. The city has acquired an additional 35 acres and has proceeded with the development of the Japanese Garden, Happy Hollow, parking facilities and the construction of the first Community Center Building.

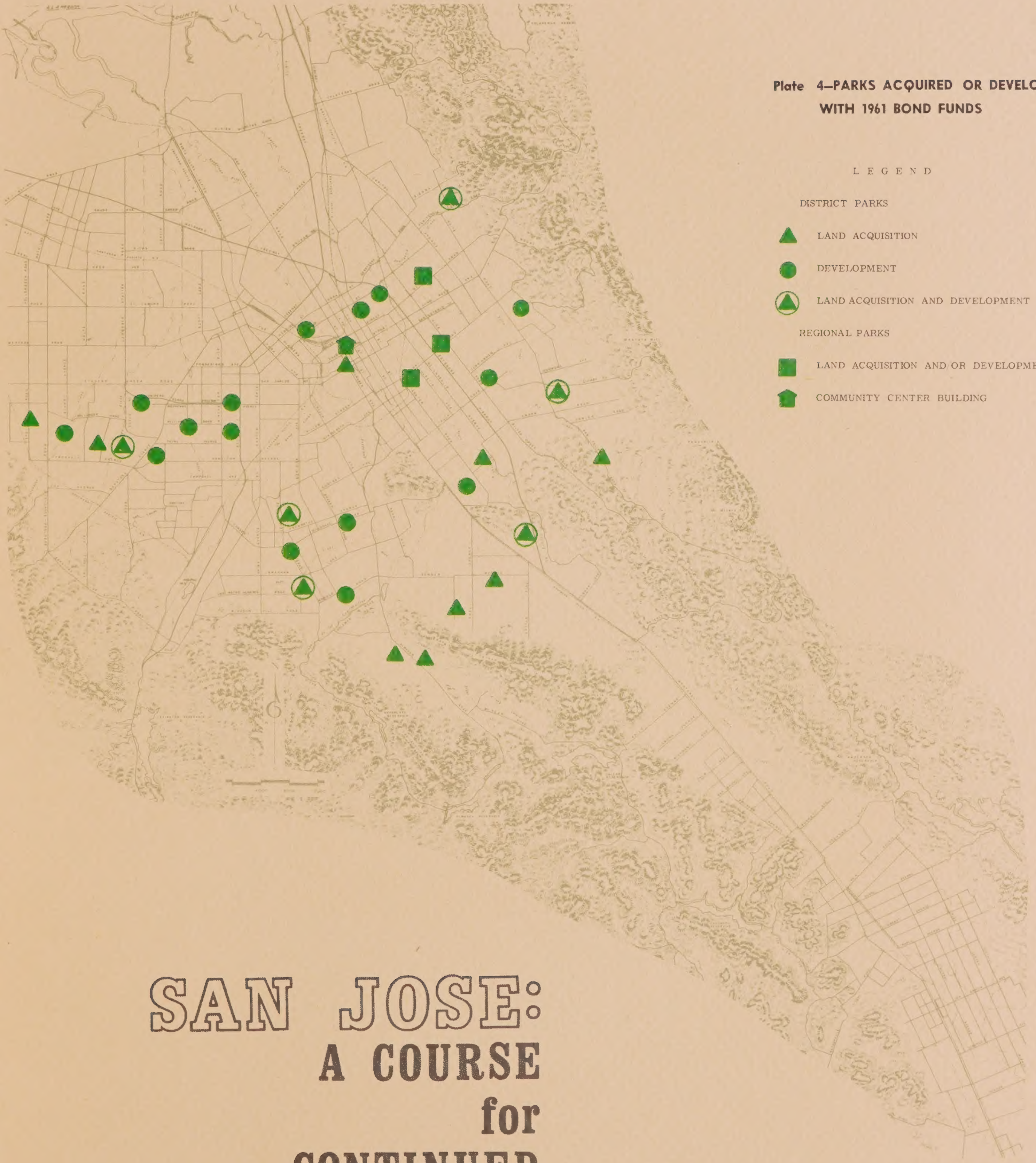
The 1965-66 capital budget provides for the construction of the second Community Center Building to be located in St. James Park. At the completion of the 1965-66 fiscal year all of the 1961 Park Funds will have been spent. Further development of the park program will be dependent on future bond issues and surplus sales tax.

Interior Court Yard



Community Center Building — Kelley Park

Plate 4—PARKS ACQUIRED OR DEVELOPED WITH 1961 BOND FUNDS



LEGEND

DISTRICT PARKS

▲ LAND ACQUISITION

● DEVELOPMENT

◬ LAND ACQUISITION AND DEVELOPMENT

REGIONAL PARKS

■ LAND ACQUISITION AND/OR DEVELOPMENT

⬟ COMMUNITY CENTER BUILDING

SAN JOSE:
A COURSE for CONTINUED PROGRESS

Table 4 — PARK AND PLAYGROUND PROGRAM — $2,875,000 IN 1961 BOND FUND

	1961 - 1962		1962 - 1963		1963 - 1964		July 1, 1964 to April 30, 1965			May - June, 1965	1965 - 1966		Totals
Bonds Sold	$420,000		$460,000		$850,000		$1,145,000		Total Expenditures Through April 30, 1965		— 0 —		$2,875,000
Project Expenditures:	Land	Imp.	Land	Imp.	Land	Imp.	Land	Imp.		(E)	Land	Imp.	
Mt. Pleasant	$ —	$ 462	$ —	$ 1,060	$ —	$ 701	$ —	$ 43,106	$ 45,329	$ —	$ —	$ —	45,329
Doyle-Moorpark (Casa View)	—	237	—	—	—	1,086	—	24,078	25,401	31,489	—	—	56,890
Kelley Park	—	363	205,788	6,934	110,645	51,813	—	190,124	565,667	74,984	—	—	640,651
Ross (Butcher)	—	13,929	—	8,511	—	—	—	—	22,440	—	—	—	22,440
Welch	—	1,762	—	—	—	9,231	—	—	10,993	504	—	—	11,497
Moore	—	488	—	37	—	1,296	—	658	2,479	8,214	—	—	10,693
East Square	—	247	—	115	—	36	—	—	398	—	—	—	398
Noble	90,553	—	—	—	—	59	—	5,923	96,535	—	—	—	96,535
Doerr	151,338	—	—	—	—	—	—	43,026	194,364	17,711	—	—	212,075
Calabazas	—	—	—	8,898	—	25,871	—	—	34,769	—	—	—	34,769
Hamann	—	—	—	24	—	33,872	—	352	34,248	—	—	—	34,248
Starbird	—	—	—	7,835	—	—	—	1,400	9,235	20,183	—	—	29,418
Hathaway	—	—	—	7,772	—	—	—	5,588	13,360	8,864	—	—	22,224
Arroyo	—	—	—	7,891	—	138	—	5,437	13,466	50,286	—	—	63,752
Overfelt	—	—	4,821	2,902	8,006	37,792	—	13,050	66,571	28,320	—	—	94,891
Prusch	—	—	7,895	1,690	9,109	—	—	5,508	24,202	57,389	—	—	81,591
Lone Hill	—	—	31,297	—	39,320	653	—	7,529	78,799	37,679	—	—	116,478
Cunningham (Ocala-Hillview)	—	—	350	—	—	—	—	11	361	—	—	—	361
Pitner	—	—	57,555	173	—	19	—	—	57,747	—	—	—	57,747
Great Oaks	—	—	80,414	—	20,217	—	—	906	101,537	—	—	—	101,537
Lawrence Station	—	—	—	—	118,844	4,668	—	39,747	163,259	3,967	—	—	167,226
Johnson and Rainbow	—	—	—	—	—	—	42,860	—	42,860	—	95,235	—	138,095
Solari	—	—	—	—	—	1,517	—	189	1,706	—	—	—	1,706
Claitor	—	—	—	—	—	665	—	—	665	—	—	—	665
Tully Road Park Site	—	—	—	1,824	—	—	—	446	2,270	—	—	—	2,270
Miscellaneous	—	49	—	—	—	—	—	—	49	—	—	—	49
Watson	—	—	—	—	—	—	—	6,961	6,961	33,039	—	—	40,000
Columbus	—	—	—	—	—	—	—	4,960	4,960	562	—	—	5,522
Backesto	—	—	—	—	—	—	—	7,343	7,343	806	—	—	8,149
Santana	—	—	—	—	—	—	—	2,939	2,939	289	—	—	3,228
Jollyman	—	—	—	—	—	—	1,546	—	1,546	—	95,240	—	96,786
Canha	—	—	—	—	—	—	2,746	—	2,746	—	95,235	—	97,981
Montgomery	—	—	—	—	—	—	75,512	—	75,512	—	—	—	75,512
Miner	—	—	—	—	—	—	456	—	456	—	95,235	—	95,691
Comanche	—	—	—	—	—	—	141	—	141	—	95,235	—	95,376
Graystone and Almaden	—	—	—	—	—	—	253	—	253	—	95,235	—	95,488
Parma	—	—	—	—	—	—	200	—	200	—	95,235	—	95,435
St. James Comm. Ctr. Bldg.	—	—	—	—	—	—	—	—	—	15,950	—	220,000	235,950
Park Center Park	—	—	—	—	—	—	—	—	—	—	—	62,000	62,000
Totals	$259,428		$443,786		$475,558		$532,995		$1,711,767	$390,236	$948,650		$3,050,653

(E) Estimated

Japanese Garden — Kelley Park

1961 TRAFFIC PROGRAM — $8,780,000

The development of a highway system is a continuing process of re-evaluation. The construction of a new highway may relieve the traffic congestion in one area and create a traffic problem in another. Also the availability of matching funds or new methods of financing may shift the emphasis from one project to another. Therefore, in compiling a recommended program for the 1961 Traffic Bond Issue, consideration was given to the State and County highway programs and to street projects completed with the 1957 Traffic Bond fund. The adoption of new State Legislation, with respect to the State Freeway System and the State aided grade separations at railroad crossings, had far reaching effect on the city's highway program. Besides the State's highway programs, the County of Santa Clara adopted a system of expressways and jointly entered into many street improvements with the city on a matching fund basis in which County gas tax, Federal Aid Secondary and Urban Extension funds were used.

Federal Aid Secondary funds are monies that are available to Counties on certain designated roads. Roads that qualify under this method of financing are highways that connect rural areas with urbanized areas. Where the Federal Aid Secondary or FAS roads pass through developed areas FAS funds cannot be used. In order that these roads may be completed in developed areas the State makes available Urban Extension or U. E. funds to finance the completion of the FAS road. Each city and county can qualify for funds to finance the completion of the FAS road. Each city and county can qualify for $500,000 annually for the construction of the U. E. portions of the FAS road system.

The incorporation of the various methods of financing and the utilization of State Freeways and County Expressways were all factors used in compiling the 1961 Traffic Program. Several of the projects included in the 1961 program are street improvements deferred from the 1957 bond issue or extensions of street improvements started with the 1957 bond fund.

Since the adoption of the 1961 traffic bond program, the State Legislature approved a bill increasing the gas tax one cent per gallon and modified the motor vehicle fees. The net result of this action produces approximately one million dollars annually for the city.

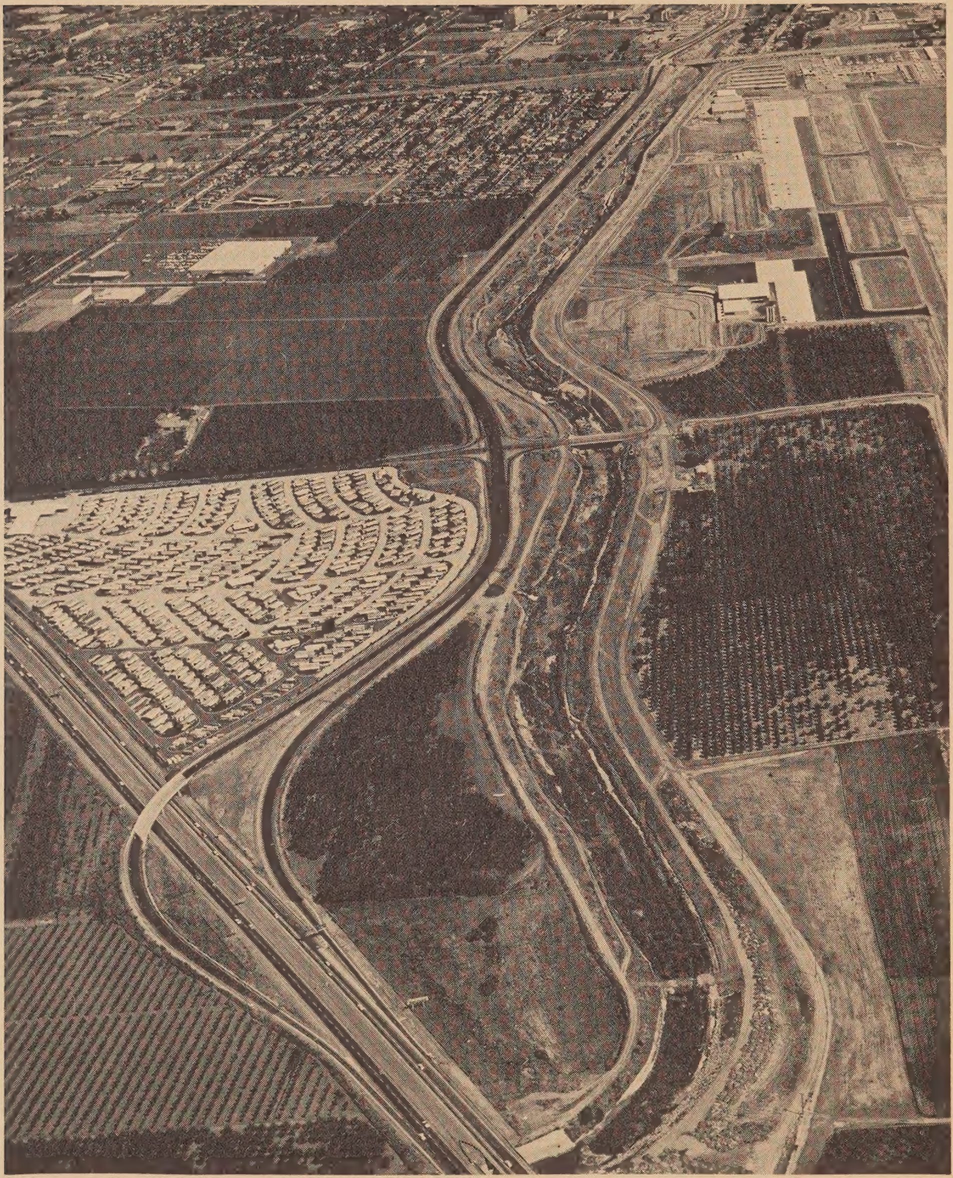
The creation of this additional source of revenue has enabled the city to enlarge the list of street projects proposed in the 1961 traffic program. In many instances these additional street projects carried a higher priority than the street projects initially proposed in 1961. Therefore, in the implementation of the 1961 traffic program, bond funds were used to finance street projects having the highest priority. The use of bond funds to finance these additional street projects will not affect the completion of the street improvement projects initially approved in the 1961 traffic program as the new gas tax revenue will be used to complete the program.

Table 5 — TRAFFIC IMPROVEMENTS — $8,780,000 IN 1961 BOND FUNDS

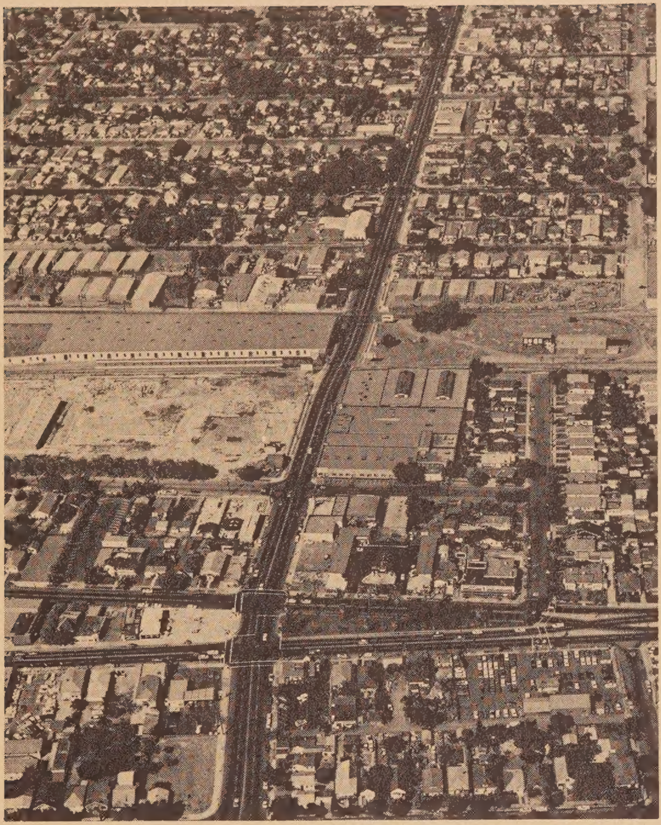
							PROJECTED BOND SALES				
Year		1962 - 63	1963 - 64	July 1, 1964 to April 30, 1965	Total Expenditures Through April 30, 1965	Estimated Expen. April 30, 1965 to June 30, 1965	1965 - 66	1966 - 67	1967 - 68	1968 - 69	Totals
Bonds Sold		$1,500,000	$2,000,000	$1,600,000			$1,500,000	$1,495,000	$685,000	— 0 —	$8,780,000
Project Expenditures:	Estimated Project Cost at Date of Bond Issue										
Lincoln Ave. Widening	$ 530,000	$ —	$ 92	$ 13,911	$ 14,003	$ 924	$ 285,000	$ 230,073	$ —	$ —	$ 530,000
Taylor Street Widening	290,000	—	—	83	83	—	—	—	(1)289,917	—	290,000
Santa Teresa-Vine Connection	188,000	—	—	—	—	—	188,000	—	—	—	188,000
Park Ave. Underpass	750,000	—	248,928	—	248,928	—	100,000	401,072	—	—	750,000
Bird-Montgomery Widening	1,115,000	916	—	6	922	—	—	(1)558,585	(1)555,493	—	1,115,000
Santa Clara-Los Gatos Rd. Widening	1,080,000	—	63,402	21,168	84,570	171	(2)300,000	115,259	—	—	500,000
San Jose-Los Gatos Rd. Widening	155,000	1,010	18,264	1,867	21,141	—	(2)346,000	—	—	—	367,141
Meridian Rd. Widening	136,000	142	234	1,555	1,931	13	—	(1)134,056	—	—	136,000
Willow Street Widening	450,000	—	754	—	754	—	—	(1)449,246	—	—	450,000
San Fernando Street Widening	74,000	—	—	—	—	—	74,000	—	—	—	74,000
San Carlos-San Antonio Connection	875,000	—	—	—	—	—	—	—	385,000	(1)490,000	875,000
Almaden Ave. Widening	127,000	—	7,260	—	7,260	—	127,000	—	—	—	134,260
Park Ave. Widening	520,000	—	—	1,678	1,678	—	(1)520,000	—	—	—	521,678
San Carlos Street Widening	410,000	207,865	112,124	—	319,989	—	—	90,011	—	—	410,000
Traffic Signals	1,000,000	7,221	125,101	273,997	406,319	116,796	(2)726,632	—	—	—	1,249,747
Bridges and Culverts	1,080,000	9,827	23,407	27,486	60,720	4,645	133,436	300,000	300,000	(1)281,199	1,080,000
Almaden Expressway	—	83,657	1,028	35	84,720	—	—	—	—	—	84,720
Bassett—First to Second	—	—	85,527	9,134	94,661	15,491	4,443	—	—	—	114,595
Branham and Monterey	—	—	12,675	487	13,162	—	—	—	—	—	13,162
Camden Ave.—Rt. 17 to Leigh	—	8,072	319,194	57,748	385,014	—	—	—	—	—	385,014
Capitol Expressway	—	511	13,342	2,720	16,573	76	—	—	—	—	16,649
Guad. Freeway-Coleman-Bayshore	—	10,066	301,784	215	312,065	—	—	—	—	—	312,065
Hedding Street	—	5,689	37,500	62,536	105,725	4,919	183,029	—	—	—	293,673
Keyes Street	—	131,971	303,999	17,914	453,884	—	—	—	—	—	453,884
Hicks Road	—	—	11,540	3,657	15,197	2,172	—	—	—	—	17,369
Stevens Creek Road	—	3,551	18,541	30,565	52,657	—	54,388	—	—	—	107,045
St. John Alignment	—	—	28,688	1,243	29,931	—	—	—	—	—	29,931
Southwest Expressway	—	157,606	656	—	158,262	—	—	—	—	—	158,262
Taylor Underpass	—	31,201	442,827	—	474,028	—	—	—	—	—	474,028
Miscellaneous	—	600	1,352	714	2,666	93	—	—	—	—	2,759
Strip Paving	—	2,987	82,625	92,379	177,991	34,162	227,581	—	—	—	439,734
Grade Crossings	—	—	38,333	6,415	44,748	27,651	25,000	—	—	—	97,399
Almaden Ave. (Rosicrucian)	—	92	—	267,050	267,142	—	—	—	—	—	267,142
Curtner-Leigh (Bagby School)	—	—	—	33,852	33,852	5,146	—	—	—	—	38,998
10th and 11th Streets	—	—	—	15,123	15,123	4,359	124,330	—	—	—	143,812
Trimble Road	—	—	—	245,904	245,904	—	—	—	—	—	245,904
North San Jose Assessment	—	—	—	1,466	1,466	—	—	—	—	—	1,466
1st and Bayshore	—	—	—	22,213	22,213	4,045	17,893	—	—	—	44,151
Story and King	—	—	—	57,314	57,314	281	—	—	—	—	57,595
Saratoga Avenue	—	—	—	680	680	9,845	—	—	—	—	10,525
Totals	$8,780,000	$662,984	$2,299,177	$1,271,115	$4,233,276	$230,789	$3,436,732	$2,278,302	$1,530,410	$ 771,199	$12,480,708

(1) To be paid partially from gas tax funds estimated at $2,869,911.

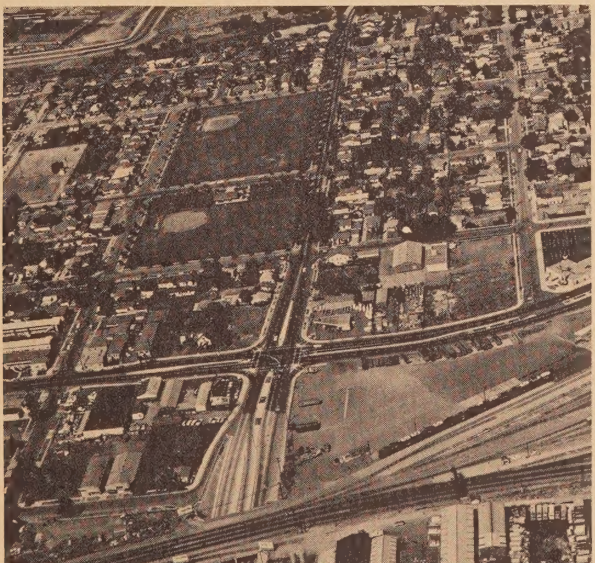
(2) Financing includes County contributions estimated total $237,000.



Guadalupe Parkway looking south from Bayshore Freeway



Keyes Street Widening Looking Eastward Toward Happy Hollow Park



Taylor Street Underpass Looking Eastward From Stockton Avenue Toward Civic Center

1961 LIBRARY PROGRAM — $3,680,000

The 1961 Library Program recommended the construction of a new main library, the purchase of three branch library sites, and the construction of three branch libraries, one of which to be constructed on city-owned property.

Construction plans for the new main library to be located in the Cultural Center are now being prepared. Upon completion of the new Main Library, it is anticipated that the existing library building will be used for an Art Gallery.

Since voter approval of the 1961 Library Program, the Federal Government has adopted a program whereby a city or county may apply for 50% Federal contribution toward the cost of constructing new libraries. Under this Federal Program a total of $2,000,000 on a matching fund basis was allocated to the State of California. San Jose made application and received approval of a $1,000,000 Federal grant toward the construction of the new main library. Where the original city plans called for a $2,000,000 structure, the city can now construct a $3,000,000 building. Because of the availability of Federal funds, the construction of the main library has been advanced one year in the city's overall Capital Improvement Program.

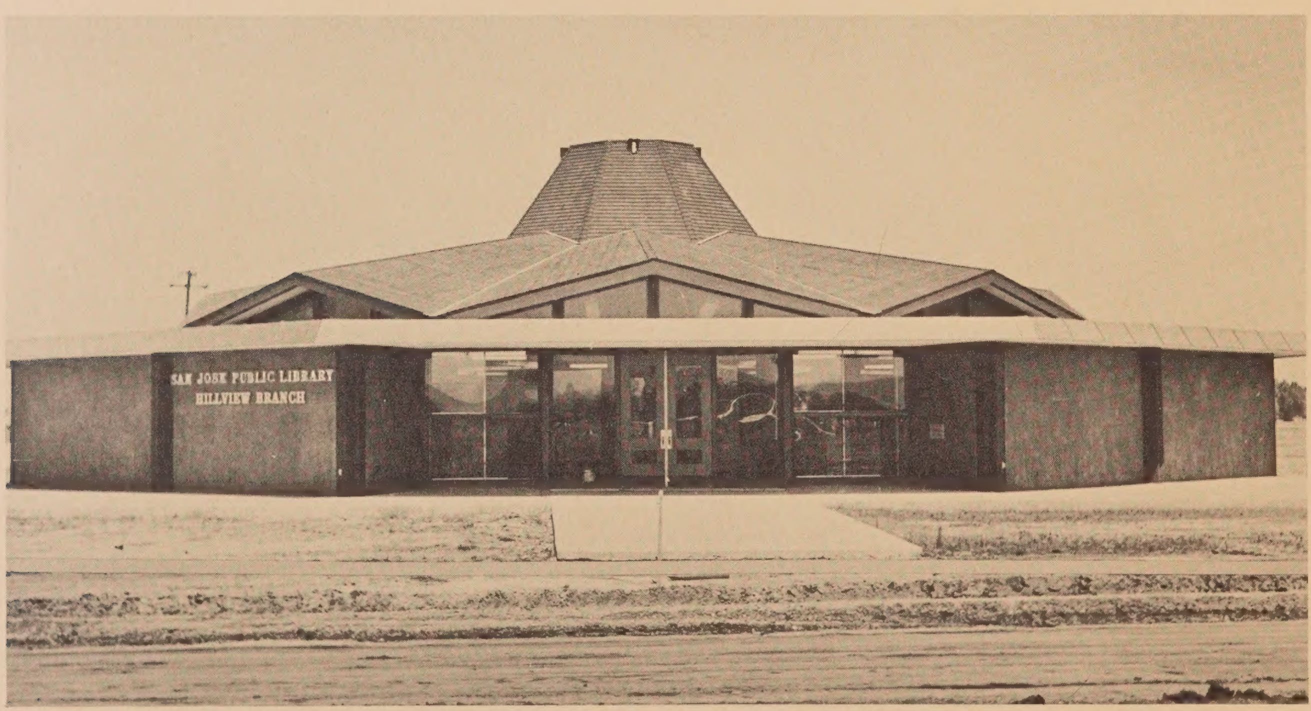
The 1965-66 Capital Improvement Budget provides funds for the main library construction and land acquisition. The city has acquired a portion of the library site and is continuing with the acquisition of the balance of the property needed for this major library facility which will be built in 1966.

The branch library in the Hillview area has been constructed, and the 1965-66 Budget provides for the construction of the Calabazas branch and a branch facility in the vicinity of Senter Road and Monterey Road.

Negotiations are in process for the acquisition of a future branch library site in the Berryessa area.

Although not included in the 1961 Bond Program, the City was able to acquire a fourth branch library site in the vicinity of Pearl Avenue and Branham Lane. Construction of the facility will be included in a later program.

With the completion of the above program, the City will have expended all of the 1961 Library Bond Funds.



Hillview Branch Library on Ocala Avenue

Table 6 — LIBRARY PROGRAM

AMOUNT OF 1961 BOND FUND — $3,680,000

Year	Bonds Sold	Revenue from Other Sources	Projects	Amount Expended or To Be Expended	Yearly Totals
1963-64	$ 630,000	$ —	Main Library, Land	$ 159,176	
			Main Library, Construction	260	
			Hillview Branch, Construction	6,408	
			Edenvale Branch, Land	10,750	
			Willow Glen Branch, Land	228	$ 176,822
7/1/64 to 4/30/65	185,000	interest 18,021	Main Library, Land	1,040	
			Edenvale Branch	82	
			Hillview Branch	139,289	
			Willow Glen Branch	375	
			Calabazas Branch	27	140,813
	Total Expenditures through April 30, 1965				$ 317,635
1965-66	2,865,000	Federal Grant	Main Library, Construction	3,000,000	
		1,000,000*	Main Library, Land	1,014,886	
			Calabazas Branch	147,500	
			Monterey Branch	199,000	
			Berryessa Branch	19,000	4,380,386
Totals	$3,680,000	$1,018,021			$4,698,021

**Grant approved May 21, 1965.*

1961 FIRE PROTECTION PROGRAM — $965,000

The construction of new fire stations is a continuing program in the development of a city. The fire protection programs for the 1957 bond issue and the 1961 bond issue have resulted in the city's receiving a higher fire rating by the National Board of Fire Underwriters. This upgrading of the city to Class 3 and the Fire Department to Class 2 has resulted in reduced fire insurance rates and in ultimate savings of several hundred thousand dollars to property owners in the form of lower insurance premiums.

The 1961 Fire Protection Program provided for the construction of ten, two-door, residential type fire stations; purchase and installation of 1,800 fire hydrants; and the purchase of new fire apparatus. Two of these fire stations have been constructed; another will be under construction in the fall of 1965; and a fourth will be built during the 1965-66 fiscal year. Three more stations are scheduled for construction in the final two years of the 1961 program. Their locations have not been determined, but they will be constructed in keeping with the Master Plan for Fire Station Locations as the need arises.

Funds scheduled for the other three stations were used to expand two existing stations and for the acquisition of a new Fire Department shop and drill and training facility. It was necessary to acquire a new site for the aforementioned facilities since the existing drill tower will be affected by the construction of a new freeway. Monies designated for three fire stations were used for this purpose when it was determined that our present program for fire stations will meet our needs until 1969.

Residential Type Fire Station on Piedmont Road

Table 7 — FIRE PROTECTION PROGRAM

AMOUNT OF 1961 BOND FUND — $965,000

Year	Bonds Sold	Projects	Amount Expended or To Be Expended	Yearly Totals
1962-63	$175,000	Fire Station #19	$ 26,794	
		Equipment	79,860	
		Shop Expansion	713	$107,367
1963-64	195,000	Fire Station #2	21,321	
		Fire Station #19	24,383	
		Fire Station #21	30,371	
		Fire Station #13	10,000	
		Equipment	46,563	
		Shop Expansion	13,393	
		Fire Hydrants	19,793	
		Fire Alarm Installation	7,386	173,210
7/1/64 to 4/30/65	150,000	Equipment	60,700	
		Fire Station #2	10,793	
		Fire Hydrants	927	
		Fire Alarm Installation	3,422	
		Fire Station #13	82	
		Fire Station #21	26	
		Fire Station #22	9,734	85,684
		Total Expenditures Through April 30, 1965		$366,261
May to June 1965		Fire Station #22		(E) 71,630*
1965-66	250,000	Fire Station #23	25,000	
		Equipment	44,000	
		Fire Hydrants	34,000	
		Property—Park & Montgomery	150,000	(E) 253,000*
1966-67	195,000	Fire Station #12	71,000	
		Fire Station #24	71,000	
		Fire Hydrants	34,569	176,569
1967-68	—	Fire Station #23	75,000	
		Fire Hydrants	33,000	108,000
Totals	$965,000			$975,460**

**(E) - Estimated.*

***Financing includes interest earned as of April 30, 1965 ($10,460).*

1961 PUBLIC WORKS YARD PROGRAM — $580,000

The 1961 Public Works Yard Program provided for the expansion of facilities acquired and constructed with the 1957 bond funds. As presently established, there are three corporation yards, each located to serve a given segment of the city. Two of these facilities are branch yards, and are equipped to perform the activities required for normal public works services. The third is the Main Yard, which serves the central, north and northeast segment of the city and has all the repair shops and specialized equipment for the Public Works functions.

The 1961 Program proposed the following: (1) Acquisition of property at the Main Yard; (2) Acquisition of property and construction of buildings at the Monterey Road Branch Yard; (3) Construction of buildings at the Doyle Road Branch Yard.

The city has acquired 5.0 acres of land at a cost of $75,730 for the Monterey Road Branch yard which completes the necessary land acquisition for this facility. Since the existing Main Yard is at its maximum potential, the city is proposing that the monies originally designated for its expansion be used for the acquisition of land in the vicinity of the Bayshore Freeway and Berryessa Road. The location of a major corporation yard in this area would provide sufficient land for future expansion. Under this new proposal the present Main Yard would continue as a shop and repair facility.

Construction will start by July, 1965 for the buildings in the second stage of the Corporation Yard Program. Buildings will be constructed at both branch locations at a total estimated cost of approximately $250,000. The remainder of the buildings to be constructed in phase three will be budgeted in the ensuing two years of the 1961 Bond Program.

First Phase Development — Monterey Branch Corporation Yard

Table 8 — PUBLIC WORKS YARD PROGRAM

AMOUNT OF 1961 BOND FUND — $580,000

Year	Bonds Sold	Projects	Amounts Expended or To Be Expended	Yearly Totals
1961-62	$ 80,000	Land — Monterey Branch	$ 75,730	$ 75,730
1962-63	25,000	Buildings — Monterey Branch . . .	6,160	
		Buildings — Doyle Branch	10,201	16,361
1963-64	75,000	Construction — Main Yard	14,620	
		Construction — Monterey Branch . .	8,592	
		Construction — Doyle Branch . . .	3,614	26,826
7/1/64- 4/30/65	200,000	Construction — Monterey Branch .	7,628	
		Doyle Branch	195	
		Main Yard	6,760	
		Reed & Graham — Singleton . . .	350	14,933
		Total Expenditures Through April 30, 1965		$133,850
1965-66	—	Land — Mabury Branch	200,000	
		Construction — Monterey, Doyle, Main	63,660	263,660
1966-67	100,000	Construction — Monterey Branch . .	95,783	95,783
1967-68	100,000	Construction — Doyle Branch . . .	91,246	91,246
Totals	$580,000			$584,539*

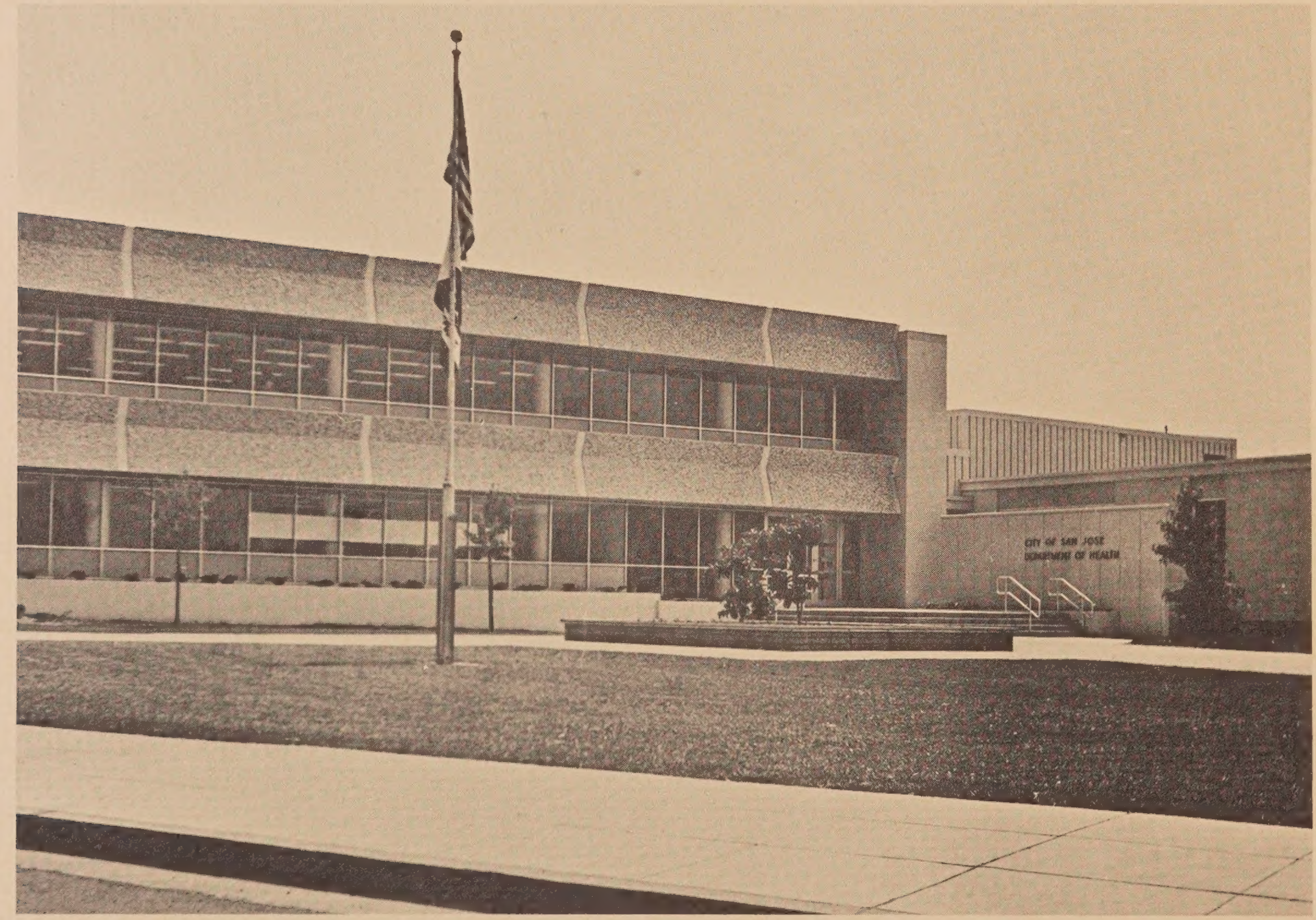
**Financing includes interest earned as of April 30, 1965 ($4,539).*

1961 CIVIC CENTER EXPANSION PROGRAM — $1,790,000

The 1961 Civic Center Expansion Program provided for the construction of a new Police Building and the expansion of the existing Health Building, thereby providing vitally needed office space for these departments and alleviating the crowding of other departments in the City Hall.

The Health Building expansion was completed November 9, 1964, at a cost of $987,500: $442,500 derived from bond funds and $545,000 from a Federal Grant under the provisions of the Hill-Burton Health Center Construction Act. These improvements consisted of a two-story addition with provisions for future expansion to four stories when needed and when funds are available.

Provision has been made in the 1965-66 Budget for advanced engineering, architect fees, and soil testing for the Police Building; construction funds will be budgeted during the 1966-67 fiscal year. Monies not used for the construction of the Health Building will be used to supplement the $1,250,000 provided for the Police Building in the 1961 Bond Program. Initial construction will consist of a two-story facility with provision for future expansion to four stories as the need arises and funds are available.



Health Building Addition — Civic Center

Table 9 — CIVIC CENTER EXPANSION PROGRAM

AMOUNT OF 1961 BOND FUND — $1,790,000

Year	Bonds Sold	Revenue From Other Sources	Projects	Amounts Expended or To Be Expended
1961-62	$ —	$ —	Health Building	$ 12,021
1962-63	540,000	—	Health Building	36,706
1963-64	—	Hill-Burton Funds 200,000	Health Building	628,737
7/1/64 to 4/30/65	100,000	Hill-Burton Funds 306,926	Health Building	310,049
		Interest to 4/30/65 28,669	Police Building	207
		Total Expenditures Through April 30, 1965		$ 987,720
1965-66		—	Police Building	131,550
		Hill-Burton Funds on Health Building 38,372		
1966-67	1,150,000	—	Police Building	1,244,697
Totals	$1,790,000	$573,967		$2,363,967

1961 AIRPORT PROGRAM — $1,400,000

The 1961 Airport Program is a continuation of the 1957 Airport Program and provides for the extension of runways, taxiways, and parking aprons; construction of a terminal building; and other related airport improvements. As in the previous program the city has qualified for Federal participation in the 1961 program because of the city's state of financial readiness when outside matching funds were available.

Throughout the United States the competition for Federal aid in the construction of airports is very keen. The need for financial readiness is most important since Federal funds are not always available or the Federal Government may change its policies as to the type of airport improvements it will finance. Such a change of policy occurred with respect to government participation in the Airport Terminal Building construction in the 1957 Bond Program.

In order to have funds available for projects that could qualify for matching funds, the city used $600,000 of the 1957 bonds scheduled for the terminal building as its matching share and was able to obtain an additional $638,000 in Federal funds. This was part of a much larger Federal contribution toward the construction of specific airport improvements. These improvement expenditures and the Federal grant were accounted for in the 1957 Airport Improvement Fund. Monies originally proposed for the terminal construction, but used for other improvements, were replaced with 1961 bond funds originally designated for improvements that were financed out of the 1957 bond fund and the Federal grant.

Construction of the new terminal building began April 22, 1964, at a cost of approximately $1,494,000, and is scheduled for occupancy on September 1, 1965. The completion of this facility will enable the city to attract more commercial airlines, thus offering better air service to the area. It is estimated that by 1970 the San Jose Municipal Airport will be serving 1,000,000 airline passengers annually.

Table 10 — AIRPORT PROGRAM

AMOUNT OF 1961 BOND FUND — $1,400,000

Year	Bonds Sold	Project	Amounts Expended or To Be Expended
1962-63	$1,400,000	—	$ —
1963-64	—	Terminal Building	100,742
7/1/64 to 4/30/65	—	Terminal Building	1,124,147
Total Expenditures Through April 30, 1965			$1,224,889
May to June 1965	—	Terminal Building	(E) 248,942*
1965-66	—	Terminal Building	20,000
	$1,400,000		$1,493,831**

**(E) - Estimated*

***Financing includes $93,831 interest earned as of April 30, 1965.*

San Jose Municipal Airport Terminal Building

1961 STORM AND SANITARY SEWER EXTENSION — $4,000,000

(Storm Sewers $1,400,000; Sanitary Sewers $2,600,000[1])

In 1956 the City Council adopted a policy of extending storm and sanitary sewer trunk lines to meet the demands for this service in a growing community. Under this policy the city would finance the cost of constructing the main sewer trunk lines into an area. As the area developed, subdividers were charged connection fees based upon an established formula for the privilege of connecting to the sewers. Fees paid to the city are placed in a revolving fund and then used to finance additional sewer trunk lines.

The 1956 Bond Program established the initial funds to be used for this purpose. In 1957 additional bond monies were made available in order for the city to keep up with new development. While the reimbursements have allowed the city to proceed on a very aggressive program, additional monies were still needed, and in 1961 the voters approved $4,000,000 in bond funds to continue with the sewer program.

As approved in the 1961 Program, $1,400,000 is being used for storm sewer trunk lines and $2,600,000 for sanitary sewer trunk lines. To date $1,185,000 in bonds have been sold for storm sewer construction and have been reserved to finance major storm sewer projects in the vicinity of McLaughlin-Cunningham Avenues, Senter Road and Canoas Creek, plus smaller projects in other segments of the city.

Since there is a direct relation between sanitary sewer trunk lines and the Water Pollution Control Plant, the $2,600,000 for sanitary sewers is being combined with the $20,000,000 Water Pollution Control Plant Fund. It is proposed to sell the $2,100,000 sanitary sewer bonds in the last two years of the program, as there are sufficient funds available from the bond sales (to date $20,500,000) to meet our present needs for sanitary sewer trunk lines. Major expenditures have been on trunk lines in the vicinity of Ninth Street, Downer Avenue, and the Evergreen District and restoration of the brick outfall sewer.

[1] *Combined in the accounting records with $20,000,000 Water Pollution Control Plant Program in fund No. 687 in the amount of $22,600,000.*

1961 WATER POLLUTION CONTROL PROGRAM — $20,000,000(1)

The 1961 Bond proposal recommended the expansion of the Water Pollution Control Plant at an estimated cost of $20,000,000. The actual improvements consisted of expansion of the existing primary facilities, and the construction of a secondary treatment plant at a cost of approximately $24,212,000. The plant is jointly owned by the cities of San Jose and Santa Clara. Based on a proportionate distribution of costs, San Jose contributed approximately $19,583,000 and Santa Clara $4,629,000. San Jose's share was derived from bond funds ($19,109,280) and the balance from interest and operating revenues. Bond funds not needed for plant construction were used for the construction of sanitary sewers.

[1] *Combined in the accounting records with $2,600,000 Sanitary Sewer Program in fund No. 687 in the amount of $22,600,000.*

Table 11 — STORM SEWER EXTENSION PROGRAM — $1,400,000 IN 1961 BOND FUNDS

Year	1961 - 62	1962 - 63	1963 - 64	July 1, 1964 to April 30, 1965	Total Expenditures Through April 30, 1965	PROJECTED BOND SALES			Totals
						1965 - 66	1966 - 67	1967 - 68	
Bonds Sold	$335,000	$300,000	$450,000	$100,000		— 0 —	$215,000	— 0 —	$1,400,000
Project Expenditures:									
Cunningham Ave.	$ 2,409	$ 10,424	$ 97,202	$ 11	$110,046	$ —	$ —	$ —	$ 110,046
Senter-Lewis	26,075	—	—	—	26,075	—	—	—	26,075
Bryan-Guad. River	2,252	82,500	—	—	84,752	—	—	—	84,752
Gay Ave.-Silver Creek	431	6,748	7,538	92,020	106,737	—	—	—	106,737
Cunningham-McLaughlin	—	4,033	112,860	—	116,893	—	—	—	116,893
Monterey-Canoas #3	—	9,985	994	—	10,979	—	—	—	10,979
Montague-Guad. River	—	—	2,348	885	3,233	85,000	—	—	88,233
Monterey-Canoas #4	—	—	1,547	197	1,744	296,000	—	—	297,744
Monterey-Canoas #5	—	—	215	8,398	8,613	—	—	—	8,613
Moorpark Assm't. Dist.	—	—	698	94,884	95,582	—	—	—	95,582
King-Cunningham-Tully	—	—	106	—	106	—	—	—	106
Camden-Leigh-Hwy. 17	—	—	10,772	1,604	12,376	—	—	—	12,376
Story-Leeward #2	—	—	37,250	—	37,250	—	—	—	37,250
Gish-Coyote-SPRR-Coyote	—	—	47,809	—	47,809	—	—	—	47,809
Eden-Payne-Phelps #3	—	—	27	—	27	—	—	—	27
Monterey-Canoas #6	—	—	—	43	43	106,000	—	—	106,043
Gay Ave.-Silver Creek #2	—	—	—	—	—	38,000	50,000	—	88,000
Montague-Guad. #2	—	—	—	—	—	—	100,000	—	100,000
Monterey-Canoas #7	—	—	—	—	—	—	—	116,455	116,455
Totals	$ 31,167	$113,690	$319,366	$198,042	$662,265	$525,000	$150,000	$116,455	$1,453,720

Table 12 — WATER POLLUTION CONTROL AND SANITARY SEWER EXTENSION PROGRAM

$22,600,000 IN 1961 BOND FUNDS

Year	1961 - 62	1962 - 63	1963-64	July 1, 1964 to April 30, 1965	Total Expenditures Thru April 30, 1965	PROJECTED BOND SALES			Totals
						1965 - 66	1966 - 67	1967 - 68	
Project Expenditures: Bonds Sold	$20,500,000	— 0 —	— 0 —	— 0 —		— 0 —	$1,000,000	$1,100,000	$22,600,000
✓ San Jose-Santa Clara Sewage Treatment Plant	$18,903,020	$206,260	$ —	$ —	$19,109,280	$ —	$ —	$ —	$19,109,280
Outfall #1	6,112	34,101	275	132	40,620	—	—	—	40,620
Ninth Street	150,103	—	—	—	150,103	—	—	—	150,103
Downer-Canoas #1	45,517	50	—	—	45,567	—	—	—	45,567
Monterey-Riverside #1	4,810	5,444	7,570	4,428	22,252	—	—	—	22,252
Outfall #2	396	57,602	—	—	57,998	—	—	—	57,998
Outfall #3	328	38,909	—	—	39,237	—	—	—	39,237
Downer-Canoas #1 (Underground)	—	88,323	168	10	88,501	—	—	—	88,501
Downer-Canoas #1 (Pump Station)	35	57,249	1,329	—	58,613	—	—	—	58,613
Downer-Canoas #2	85	23,261	—	—	23,346	—	—	—	23,346
Downer-Canoas #3	—	3,431	144,362	36	147,829	—	—	—	147,829
Evergreen #1	—	4,225	120,818	—	125,043	—	—	—	125,043
Coleman Rd. (Hicks-Meridian)	—	42,626	4,457	747	47,830	—	—	—	47,830
Outfall #4	—	—	60,553	6,216	66,769	—	—	—	66,769
Downer-Canoas #4	—	—	3,610	3,365	6,975	—	—	—	6,975
Downer-Canoas #5	—	—	61,782	6,298	68,080	—	—	—	68,080
Evergreen #2	—	—	29,755	—	29,755	—	—	—	29,755
9th St. (Alma-Margaret)	—	—	20	10	30	—	—	—	30
9th St. (Margaret-San Fernando)	—	—	117,157	12,770	129,927	—	—	—	129,927
9th St. (San Antonio-Coyote Creek)	—	—	4,074	5,037	9,111	—	—	—	9,111
Schallenberger-Sierra	—	—	4,689	114,248	118,937	—	—	—	118,937
Saratoga Ave. (Blackford-Williams)	—	—	28,458	3,052	31,510	—	—	—	31,510
Lincoln Ave. (Stevens Creek-Northrop)	—	—	63,673	—	63,673	—	—	—	63,673
Monterey Road Crossing	—	—	31,061	624	31,685	—	—	—	31,685
Outfall #5	—	—	—	9	9	—	—	—	9
Downer-Canoas #6	—	—	—	325	325	50,000	—	—	50,325
Evergreen #3	—	—	—	23,905	23,905	—	—	—	23,905
Edenvale-Canoas-Monterey-Canoas	—	—	—	20	20	—	—	—	20
Berryessa-Oakland Highway	—	—	—	1,126	1,126	—	—	—	1,126
Joint District 4 Lines	—	—	—	113,346	113,346	—	—	—	113,346
Interceptor #3	—	—	—	3,144	3,144	—	—	579,560	582,704
Stevens Creek Road	—	—	—	12,914	12,914	—	—	—	12,914
King-San Antonio #2	—	—	—	2,230	2,230	—	—	—	2,230
King-San Antonio #3	—	—	—	1,815	1,815	—	—	—	1,815
King-San Antonio #4	—	—	—	1,446	1,446	—	—	—	1,446
Almaden Road-Ellwood South	—	—	—	3,860	3,860	—	—	—	3,860
Bollinger-McClellan	—	—	—	4,459	4,459	—	—	—	4,459
McLaughlin #1	—	—	—	1,622	1,622	—	—	—	1,622
Lucretia #2-Tully to 4000 feet	—	—	—	310	310	—	—	—	310
Redmond Rd.-McAbee to Coleman	—	—	—	1,546	1,546	—	—	—	1,546
Cropley Rd.-Morrill to Piedmont	—	—	—	93	93	—	—	—	93
Bayshore to Coyote	—	—	—	10,005	10,005	—	—	—	10,005
Fowler Rd.-San Filipe East	—	—	—	6,500	6,500	—	—	—	6,500
Clayton-Torry Ln. to Mt. McKinley	—	—	—	2,114	2,114	—	—	—	2,114
Hicks Ave.-Lesher Court	—	—	—	12	12	—	—	—	12
Laurinda Drive	—	—	—	90	90	—	—	—	90
S. Genevieve & S. Daniel	—	—	—	23,276	23,276	—	—	—	23,276
5th St.-San Carlos-San Salvador	—	—	—	656	656	—	—	—	656
Story Road-E. McGinnis	—	—	—	611	611	—	—	—	611
Senter Road-Needles to 1200 feet	—	—	—	288	288	—	—	—	288
Seven Trees-Capitol X-Way	—	—	—	194	194	—	—	—	194
Cline Dr. E.-Welch Park	—	—	—	178	178	—	—	—	178
Noble Ave.-Grossmont to Bayo Vista	—	—	—	147	147	—	—	—	147
Junipero Serra X-ing-Unit #2	—	—	—	46	46	—	—	—	46
Story Rd.-Walters to S. Line Tr. 2452	—	—	—	535	535	—	—	—	535
Blossom Ave.-Azure to 1800 feet	—	—	—	207	207	—	—	—	207
Race St.-Park to Alameda	—	—	—	20	20	—	—	—	20
Evergreen #4	—	—	—	—	—	50,000	—	—	50,000
Monterey-Riverside #2	—	—	—	—	—	—	200,000	—	200,000
9th Street #4	—	—	—	—	—	—	100,000	—	100,000
Totals	$19,110,406	$561,481	$683,811	$374,022	$20,729,720	$100,000	$300,000	$579,560	$21,709,280

SECTION III

SAN JOSE'S NEEDS, 1966-1973

The acquisition and development of the Coyote River Parkway will preserve areas as shown for permanent recreation facilities. The Coyote River Parkway when completed will extend from Kelley Park to Anderson Reservoir—a distance of 17 miles. Included within the approximate 2,500-acre development will be lakes for swimming or boating, picnic areas, hiking trails and other outdoor recreational activities. Since the Coyote River Parkway will be a regional facility, consideration should be given to the possible future development of a zoo as one of the attractions, along with the existing Happy Hollow, Japanese Garden and Historical Museum.

SAN JOSE'S NEEDS 1966-1973

The 1966 Bond Program is designed to provide the residents of San Jose with the most needed capital improvements during the next seven years.

These capital improvements are recommended for the following reasons:

1. To provide for uncongested, safe, and economical traffic flow and to coordinate local street improvements with State freeway construction, thereby making the most effective use of all highway facilities.
2. To provide recreational facilities in the form of district and large, regional parks while land is still available in the proper locations and able to be acquired at reasonable prices.
3. To provide for adequate fire protection and retain, or possibly improve, San Jose's excellent fire insurance rating by the National Board of Fire Underwriters.
4. To provide for efficient public works programs.
5. To provide library and cultural facilities adequate for the increasing leisure time needs of all citizens.
6. To provide adequate working space for City Hall offices, Police Department and communications.
7. To provide financial readiness when outside financing is available.

In the preparation of these recommended programs, thorough consideration was given to many projects with a combined cost far exceeding the requested $62,580,000. Those projects finally selected are believed to represent the most critical needs of the city and to merit serious consideration by each San Jose citizen. San Jose has had two major capital improvement programs of this type in recent years, one in 1957 and one in 1961. The foresight of San Jose's voters in approving those programs is clearly evident in the attainment of those capital improvements at reasonable costs and at times when they were most needed.

In the past, San Jose's ability to qualify for funds on a matching basis has obtained for the city a better freeway system, library program, airport, sewage treatment plant, and park program. Not only does San Jose derive immediate benefits from these new facilities, but the capital expenditures aid the economic status of the community.

Approval of this program will guarantee the provision of these needed capital improvements now while there is sufficient time for proper planning and while the improvements are financially feasible. The following is a summary of the recommended $62,580,000 program of which $52,500,000 is proposed to be financed with bond funds and $10,080,000 from the gasoline tax funds and airport revenues.

SUMMARY OF RECOMMENDATIONS FOR CAPITAL IMPROVEMENTS 1966-1973

PROGRAM	AMOUNT RECOMMENDED
1. PARK AND PLAYGROUND	$ 9,621,000
2. TRAFFIC	23,400,000(1)
3. FIRE PROTECTION	1,513,000
4. LIBRARY	1,360,000
5. PUBLIC WORKS SERVICE YARDS	1,210,000
6. AIRPORT	5,000,000(2)
7. CIVIC CENTER	6,171,000
8. STORM SEWER PROGRAM	2,500,000
9. SANITARY SEWER PROGRAM	4,000,000
10. COLISEUM	7,740,000
11. FINE ARTS CENTER	65,000
12. WATER POLLUTION CONTROL	—0—
13. OFF-STREET PARKING	—0—
14. URBAN RENEWAL	—0—
15. EVERGREEN WATER COMPANY	—0—
TOTAL	$62,580,000
NET TOTAL RECOMMENDED PROGRAM	$55,500,000(2)
NET TOTAL BONDS TO BE AMORTIZED FROM PROPERTY TAX, SALES TAX, AND CIGARETTE TAX	$52,500,000

(1) *Includes $7,080,000 Gas Tax Funds*

(2) *Includes $3,000,000 to be financed by Airport Revenues*

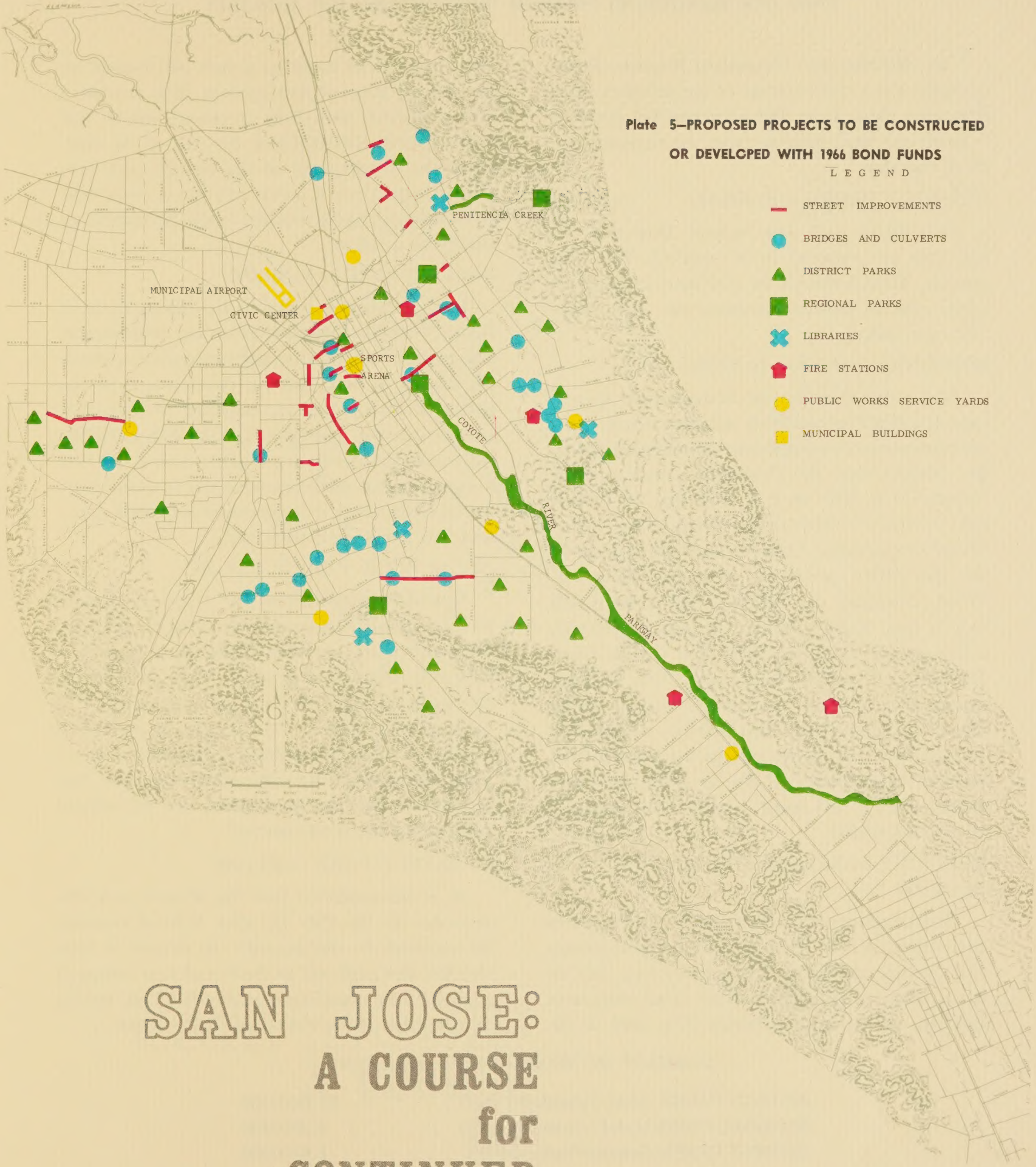


Plate 5—PROPOSED PROJECTS TO BE CONSTRUCTED OR DEVELCPED WITH 1966 BOND FUNDS

LEGEND
🟥 STREET IMPROVEMENTS
● BRIDGES AND CULVERTS
▲ DISTRICT PARKS
■ REGIONAL PARKS
✖ LIBRARIES
⌂ FIRE STATIONS
● PUBLIC WORKS SERVICE YARDS
■ MUNICIPAL BUILDINGS
MUNICIPAL AIRPORT
CIVIC CENTER
SPORTS ARENA
PENITENCIA CREEK
COYOTE RIVER PARKWAY

SAN JOSE:
A COURSE for CONTINUED PROGRESS

PARK AND PLAYGROUND PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Park and Playground Program shown on Plate 6 is a continuation of the previous Park Programs. Once again the recommended program is broad and diversified to meet the requirements of all the city.

DISTRICT PARKS — $1,500,000

Ten district park sites varying from eight to ten acres are proposed to be acquired. Wherever possible, these parks will be purchased adjacent to school sites to provide maximum use of all available open space.

REGIONAL PARKS — $4,085,000

Four regional parks are recommended to provide diversified recreational facilities. These parks are proposed to be located near the Alamitos Creek, the Silver Creek, the Penitencia Creek and the Coyote River. This type of park may be located next to lands owned by the Santa Clara Valley Water Conservation District, thus allowing use of the percolation ponds for recreation purposes. When completed, the Coyote River Parkway will extend from Kelley Park to Anderson Reservoir, a distance of seventeen miles. The Coyote River Parkway will contain 2,500 acres, and is being acquired by the City and the County of Santa Clara. The State Park Commision has recommended that the State participate on a matching fund basis in the acquisition of the Coyote River Chain. If approved, it will mean a total State contribution of $4,500,000.

DISTRICT PARK DEVELOPMENT — $1,449,000

Improvements on twenty-eight district parks are recommended. These proposed improvements may include sprinklers, turf, landscaping, tiny tot areas, tennis courts, hard surface areas, restrooms, lighting, streets, and sidewalks. The kind of improvements to be made on a park will depend on the existing stage of development. It is estimated that a district park fully improved would cost approximately $160,000 plus the cost of the land. Therefore, development of the district park program is staged over a period of years in order that all the district parks required would be useable as rapidly as possible.

KELLEY PARK — $1,853,000

It is proposed to complete the development of Kelley Park by doing the following: constructing a swimming pool, parking and picnic areas, expanding Happy Hollow, starting development of the Historical Park Museum, installing an irrigation system, planting additional turf, installing utilities and roads, and developing a lake complex. In order to complete the development of the Japanese Garden at Kelley Park it is recommended that a Japanese Tea House be constructed.

ALUM ROCK PARK — $530,000

One of the City's oldest and largest parks given to the people of San Jose by the King of Spain has for many years provided an excellent recreation area at a minimum expense. In order to revitalize this park and improve the existing facilities, it is recommended that the picnic area be expanded, a new community building be constructed to replace the present termite-ridden structure, new playground facilities be installed and an outdoor swimming pool be constructed.

OVERFELT PARK — $204,000

It is recommended that the 30-acre park site dedicated to the City by Miss Mildred Overfelt be improved. In keeping with the request of Miss Overfelt this park will be developed as a botanical garden. When completed the Overfelt Park will be as attractive as the Municipal Rose Garden.

SUMMARY OF RECOMMENDED PROGRAM

DISTRICT PARKS (Land acquisition only)	**$1,500,000**
REGIONAL PARKS (Land acquisition only)	**4,085,000**
DISTRICT PARKS (Improvements only)	**1,449,000**
KELLEY PARK	**1,853,000**
ALUM ROCK PARK	**530,000**
OVERFELT PARK	**204,000**
TOTAL	**$9,621,000**

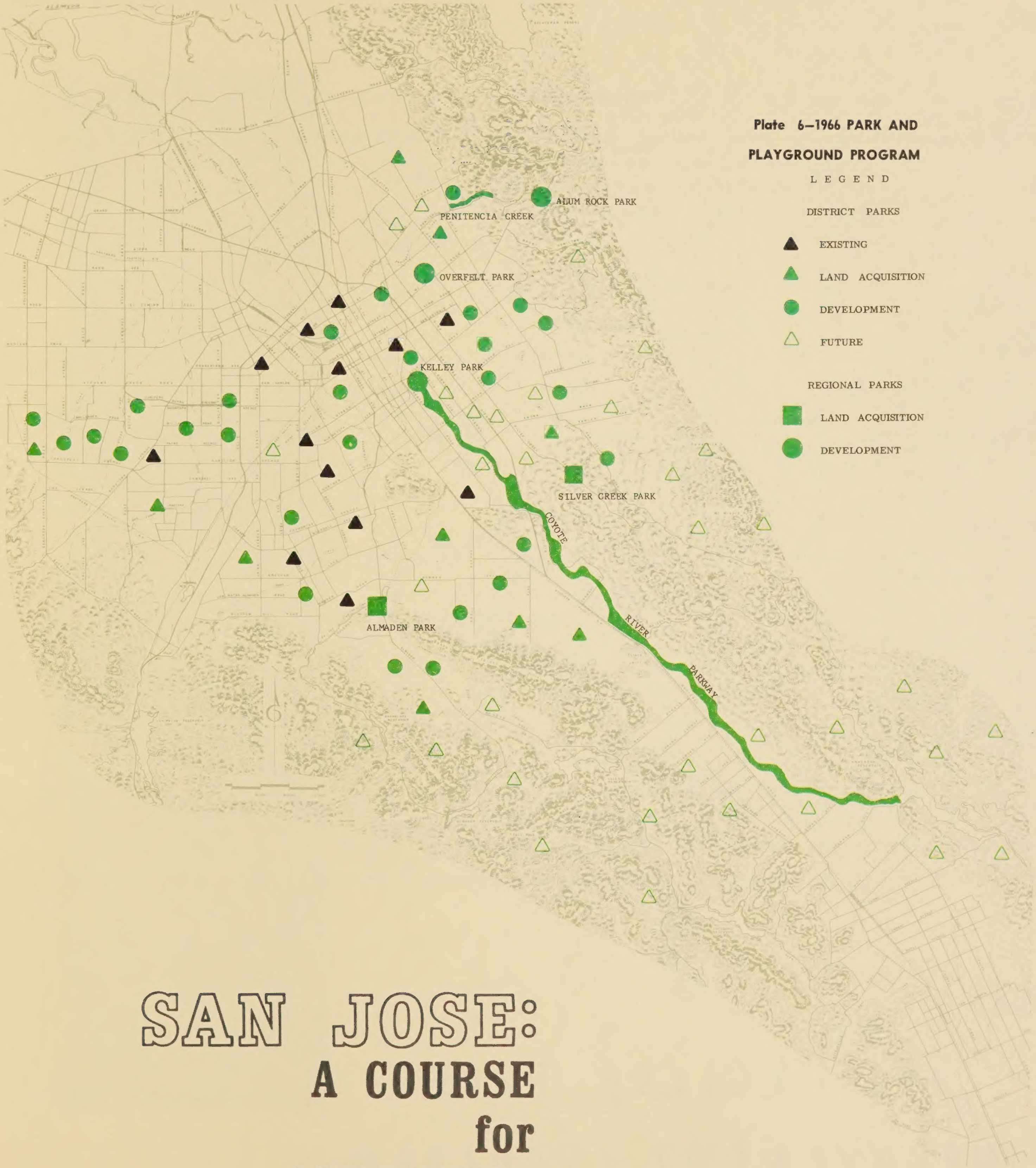
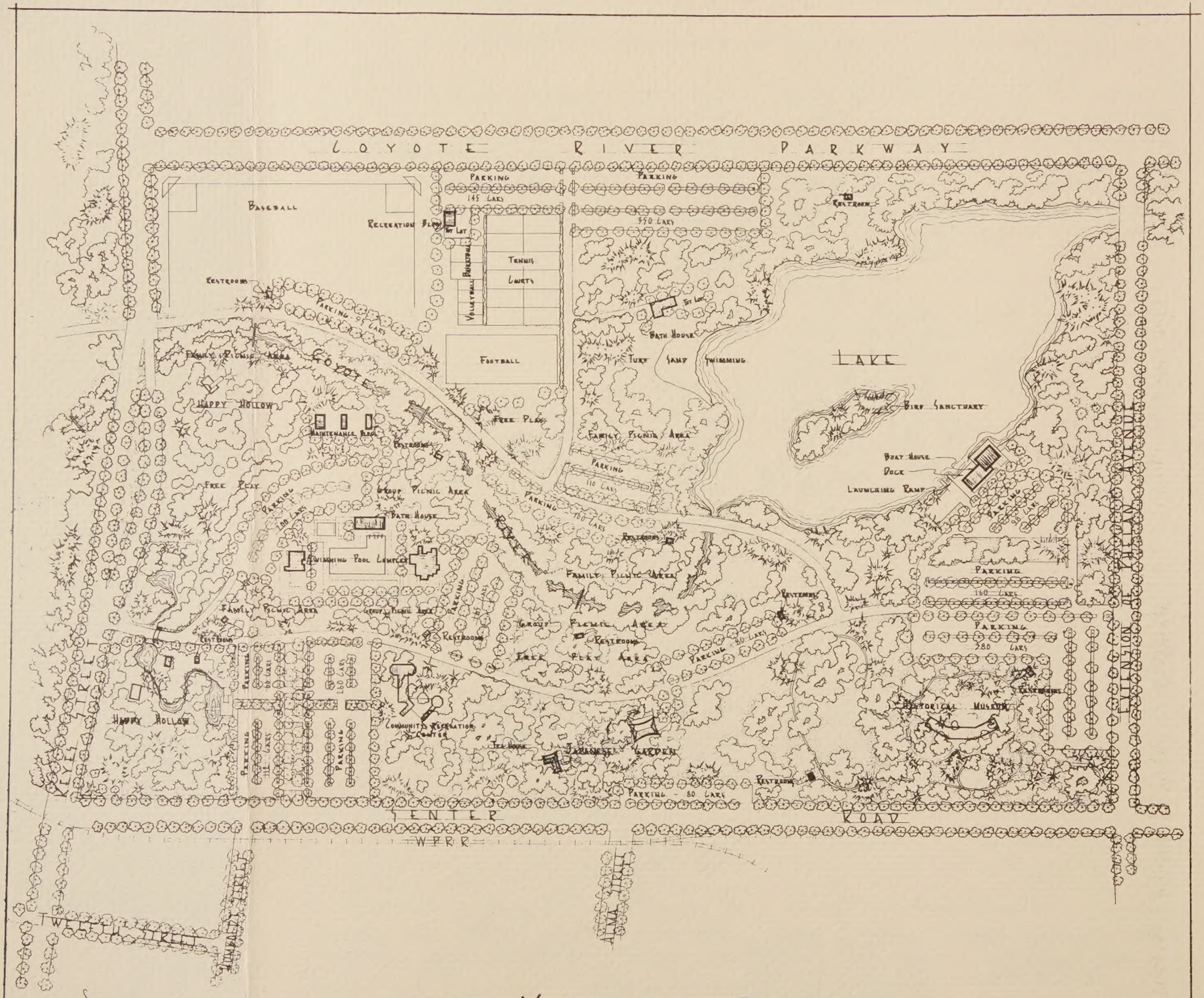


Plate 6—1966 PARK AND PLAYGROUND PROGRAM

LEGEND
DISTRICT PARKS
▲ EXISTING
▲ LAND ACQUISITION
● DEVELOPMENT
△ FUTURE
REGIONAL PARKS
■ LAND ACQUISITION
● DEVELOPMENT
ALUM ROCK PARK
PENITENCIA CREEK
OVERFELT PARK
KELLEY PARK
SILVER CREEK PARK
COYOTE RIVER PARKWAY
ALMADEN PARK

SAN JOSE:
A COURSE for CONTINUED PROGRESS

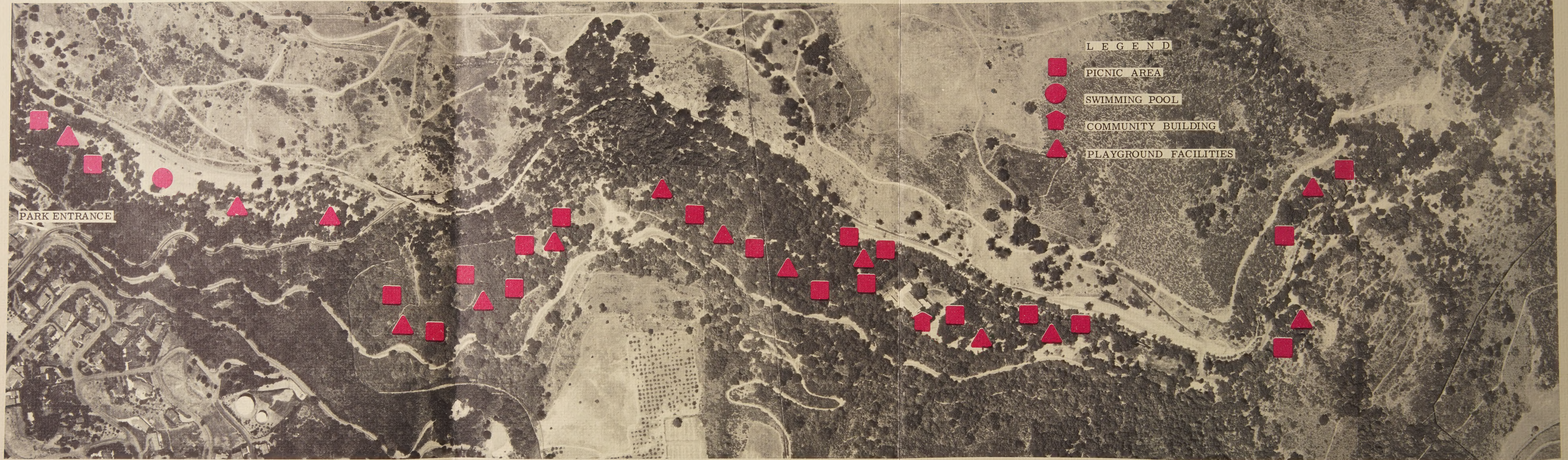

COYOTE RIVER PARKWAY
BASEBALL
PARKING
145 CARS
PARKING
350 CARS
RECREATION BLDG
TOT LOT
BASKETBALL
VOLLEYBALL
TENNIS COURTS
FOOTBALL
RESTROOMS
PARKING - 95 CARS
FAMILY PICNIC AREA
COYOTE
HAPPY HOLLOW
MAINTENANCE BLDG
RESTROOMS
FREE PLAY
RESTROOM
TOT LOT
BATH HOUSE
TURF
SAND
SWIMMING
LAKE
BIRD SANCTUARY
BOAT HOUSE
DOCK
LAUNCHING RAMP
PARKING
98 CARS
FAMILY PICNIC AREA
PARKING
110 CARS
FREE PLAY
PARKING
200 CARS
GROUP PICNIC AREA
BATH HOUSE
SWIMMING POOL COMPLEX
PARKING
100 CARS
RIVER
RESTROOMS
FAMILY PICNIC AREA
PARKING
160 CARS
RESTROOMS
FAMILY PICNIC AREA
GROUP PICNIC AREA
PARKING
RESTROOMS
RESTROOM
GROUP PICNIC AREA
RESTROOMS
FREE PLAY AREA
PARKING - 80 CARS
PARKING
280 CARS
RESTROOMS
HISTORICAL MUSEUM
PARKING
60 CARS
260 CARS
PARKING
111 CARS
PARKING
HAPPY HOLLOW
COMMUNITY RECREATION CENTER
TEA HOUSE
JAPANESE GARDEN
RESTROOM
PARKING - 80 CARS
KEYES STREET
SENTER ROAD
WPRR
PHELAN AVENUE
LIVINGSTON AVENUE
TWELFTH STREET
HUMBOLDT STREET
ALMA STREET

1965 KELLEY PARK

IMPROVEMENT PROGRAM

CITY PLANNING COMMISSION SAN JOSE, CALIFORNIA

JULY 1965


LEGEND
PICNIC AREA
SWIMMING POOL
COMMUNITY BUILDING
PLAYGROUND FACILITIES
PARK ENTRANCE

1966 ALUM ROCK PARK IMPROVEMENT PROGRAM

PROPOSED
COYOTE RIVER PARKWAY

CITY PLANNING COMMISSION SAN JOSE, CALIFORNIA

CAPITOL EXPRESSWAY
ALUM ROCK AVE.
LENDRUM AVE.
JUNIPERO SERRA FREEWAY
STORY ROAD
TULLY ROAD
ABORN ROAD
KING ROAD
BAYSHORE FREEWAY
McLAUGHLIN AVE.
WILLIAM ST. PARK
GENERAL PARK
PICNIC & BARBECUE AREAS
SENTER ROAD
SAN JOSE
KELLEY PARK
JAPANESE GARDEN
HAPPY HOLLOW
COMMUNITY CENTER
LAKE: for BOATING
FISHING,
PICNIC and BARBECUE
PICNIC & BARBECUE
FISHING & PLAYGROUNDS
MONTEREY ROAD
COUNTY BICYCLE TRACK
SCENIC DRIVE
WITH FREQUENT TURN OUTS,
ROAD SIDE RESTS, CAMP SITES
PICNICKING, FISHING, BOATING,
AND SWIMMING AREAS.
REGIONAL PARK
LAKES for BOATING,
SWIMMING, FISHING,
and PLAY GROUNDS.
REGIONAL PARK
PICNIC & BARBECUE
CAMP SITES, FISHING,
SWIMMING & FREE PLAY
WEST VALLEY FREEWAY
LAKE
LARGE LAKE for BOATING,
FISHING, SWIMMING, CAMP
SITES, PICNIC, BARBECUE
and FREE PLAY AREAS.
CONTINUOUS TRAILS
THROUGHOUT for HIKING,
RIDING, BICYCLING & NATURE STUDY.
COYOTE
SCENIC DRIVE
WITH FREQUENT TURN OUTS,
ROAD SIDE RESTS, CAMP SITES
PICNICKING, FISHING, BOATING
and SWIMMING AREAS.
GOLF COURSE
LAKE
LAKE
LAKES for BOATING, FISHING,
SWIMMING, CAMP SITES
PICNIC, BARBECUE and
FREE PLAY AREAS.
MONTEREY ROAD
MADRONE
MORGAN HILL
SOUTH VALLEY FREEWAY
COCHRAN ROAD
DIANA AVE.
SAN PEDRO AVE.
MAPLE AVE.
PICNIC, BARBECUE,
CAMP SITES, FISHING
SWIMMING & FREE PLAY
ENTIRE LAKE SHORE
CAMP SITES, BOAT
LAUNCHING RAMPS,
PICNIC, FISHING &
SWIMMING.
ANDERSON LAKE
BOATING, FISHING,
SWIMMING, CAMP SITES,
PICNIC & FREE PLAY
MARCH 1965
SCALE
0'
2,000'
4,000'
6,000'
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TRAFFIC PROGRAM RECOMMENDED FOR 1966-1973

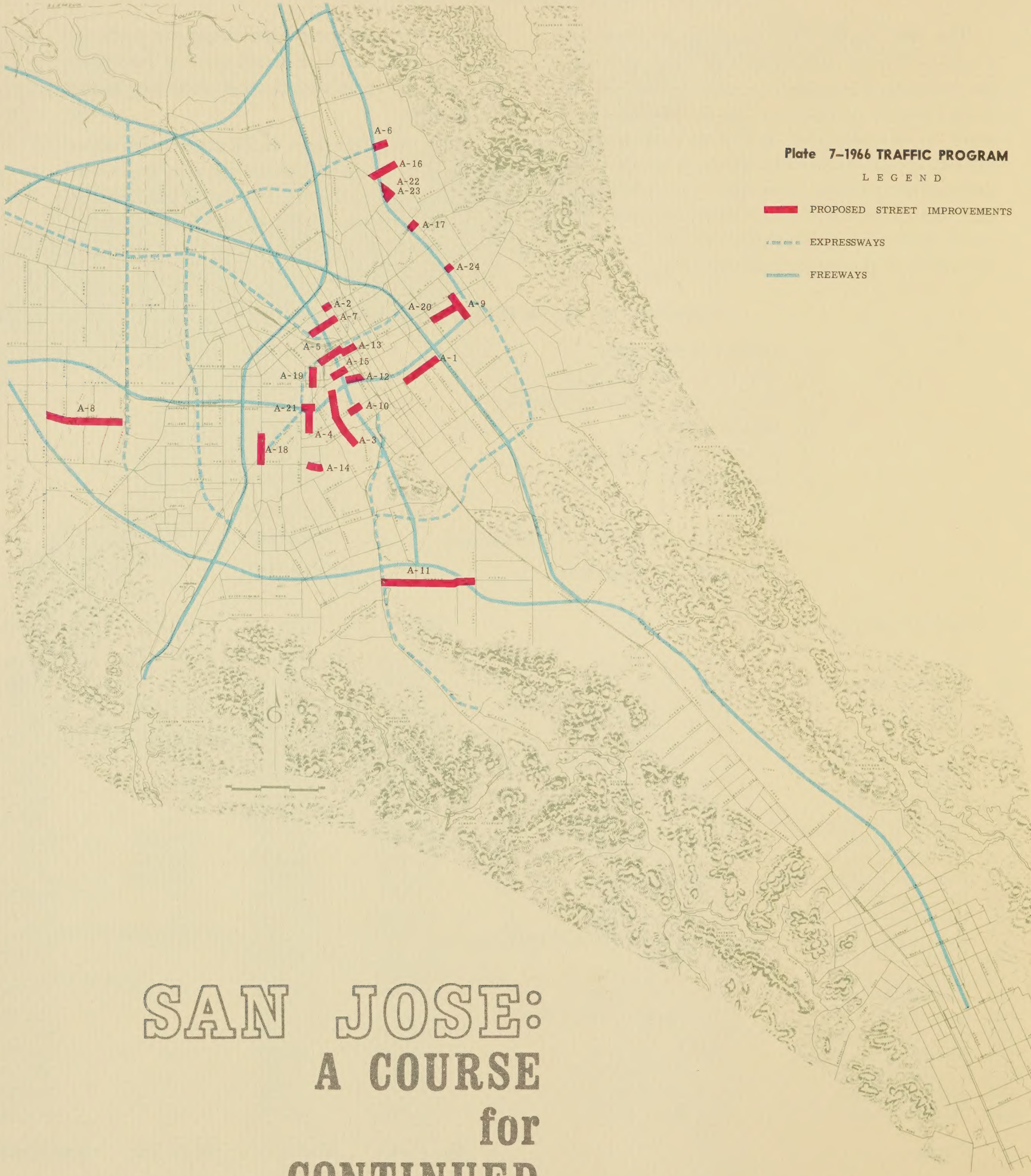
The 1966 Traffic Program shown on Plate 7 is a continuation of the previous highway programs and is designed to provide a maximum use of the State Freeway System now under construction or about to be constructed as well as improving circulation on the city streets. Many of the proposed street projects will be constructed as joint projects with the County of Santa Clara and others will utilize State matching monies such as the Grade Separation or the Urban Extension Funds. In addition to street widenings, provisions are made for the construction of bridges and culverts, pedestrian overcrossings, signalization, center strip paving, and landscaping.

While the city's share of the suggested program is estimated to cost $23,400,000, it is recommended that $7,080,000 of the new one cent gas tax be used to finance a portion of this program. The remainder would be included in the overall financing of the new bond program.

SUMMARY OF RECOMMENDED PROGRAM:

A.	**STREET WIDENINGS**	**$16,025,000**
B.	**BRIDGES AND CULVERTS**	**1,170,000**
C.	**PEDESTRIAN OVERCROSSINGS**	**100,000**
D.	**SIGNALIZATION**	**3,675,000**
E.	**CENTER STRIP PAVING**	**2,310,000**
F.	**LANDSCAPING**	**120,000**
	TOTAL	**$23,400,000**
	Less amount to be financed with gas tax funds	**7,080,000**
	NET COST OF PROGRAM	**$16,320,000**

A.	Street Widenings	Limits	Land	Imp.	Struct.	Total
A1	Story Road	Senter-Bayshore	$ 120,000	$ 215,000	$ 300,000	$ 635,000
A2	Hedding Street	First-Third	77,000	23,000	—	100,000
A3	Bird Avenue	FAI 680-Willow Glen Way	1,115,000	1,265,000	550,000	2,930,000
A4	Race Street	Moorpark-Fruitdale	110,000	40,000	—	150,000
A5	St. James Street	Stockton-Market	320,000	100,000	950,000	1,370,000
A6	Landess Avenue	FAI 680-Morrill	180,000	40,000	—	220,000
A7	Taylor Street	Fourth-Walnut	415,000	305,000	—	720,000
A8	Bollinger Road	Hwy. 9-Lawrence Xwy.	—	395,000	—	395,000
A9	Jackson Avenue	Alum Rock-Bambi	50,000	40,000	—	90,000
A10	Willow Street	Prevost-McClellan	270,000	80,000	1,320,000	1,670,000
A11	Downer Avenue	Almaden-Snell	100,000	255,000	200,000	555,000
A12	Auzerais-William Conn.	Prevost-Almaden	790,000	300,000	140,000	1,230,000
A13	St. John Street	Market-Fourth	120,000	180,000	—	300,000
A14	Hamilton-Pine Conn.	Meridian-Hicks	65,000	335,000	—	400,000
A15	Park Avenue	Montgomery-Guadalupe R.	935,000	155,000	205,000	1,295,000
A16	Cropley Avenue	Capitol-Morrill	105,000	85,000	—	190,000
A17	Berryessa Road	FAI 680-Capitol	185,000	70,000	—	255,000
A18	Bascom Avenue	Pamlar-Hamilton	119,000	214,000	442,000	775,000
A19	Lincoln Avenue	The Alameda-San Carlos	510,000	290,000	—	800,000
A20	San Antonio Street	King-Jackson	310,000	540,000	—	850,000
A21	Moorpark Avenue	Lincoln-Meridian	280,000	200,000	—	480,000
A22	Capitol Avenue	FAI 680-Hostetter	270,000	30,000	—	300,000
A23	Hostetter Road	FAI 680-Capitol	170,000	30,000	—	200,000
A24	McKee Road	FAI 680-Capitol	95,000	20,000	—	115,000
	Totals		$6,711,000	$5,207,000	$4,107,000	$16,025,000



A-6
A-16
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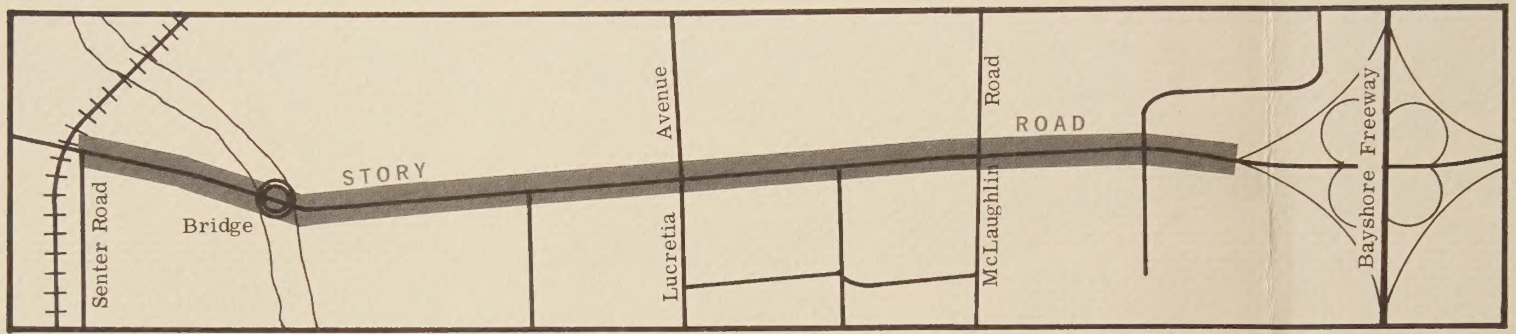
A-1
A-19
A-12
A-21
A-10
A-8
A-4
A-3
A-18
A-14
A-11
LEGEND
🟥 PROPOSED STREET IMPROVEMENTS
EXPRESSWAYS
FREEWAYS

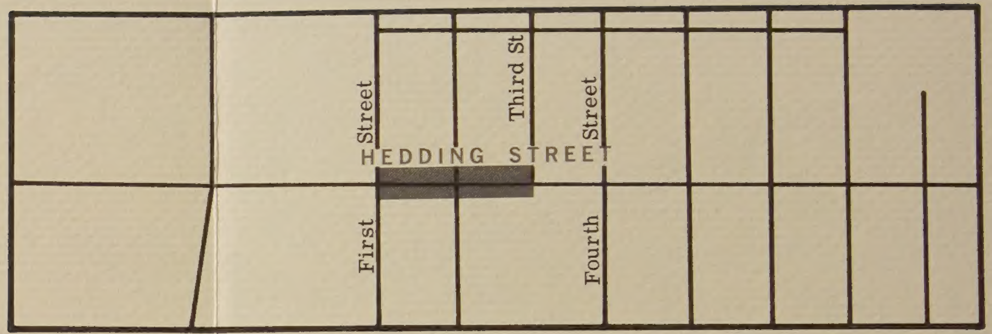
Plate 7–1966 TRAFFIC PROGRAM

SAN JOSE:
A COURSE
for
CONTINUED
PROGRESS


Senter Road
Bridge
STORY
Lucretia Avenue
ROAD
McLaughlin Road
Bayshore Freeway

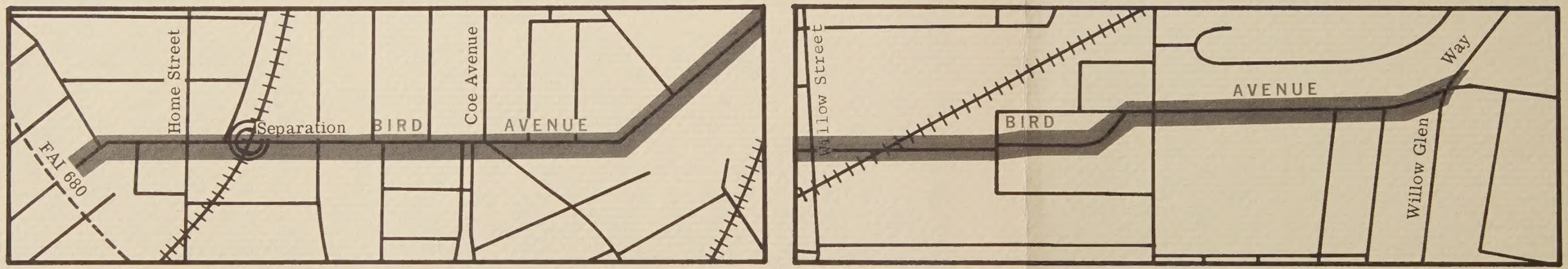
A1 — STORY ROAD — $635,000

The widening of Story Road to six moving lanes and two parking lanes from Bayshore Freeway to Senter Road is necessary to provide sufficient street capacity for the heavy volume of traffic into East San Jose and Evergreen Areas.


First Street
Third St
HEDDING STREET
Fourth Street

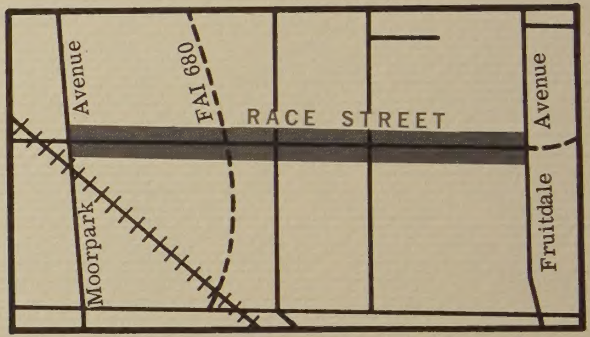
A2 — HEDDING STREET — $100,000

This project is designed to alleviate the dangerous and congested condition which exists at the intersection of First Street and Hedding Street by increasing the capacity of the intersection and providing separate turn lanes.


FAI 680
Home Street
Separation
BIRD
Coe Avenue
AVENUE
Willow Street
BIRD
AVENUE
Willow Glen
Way

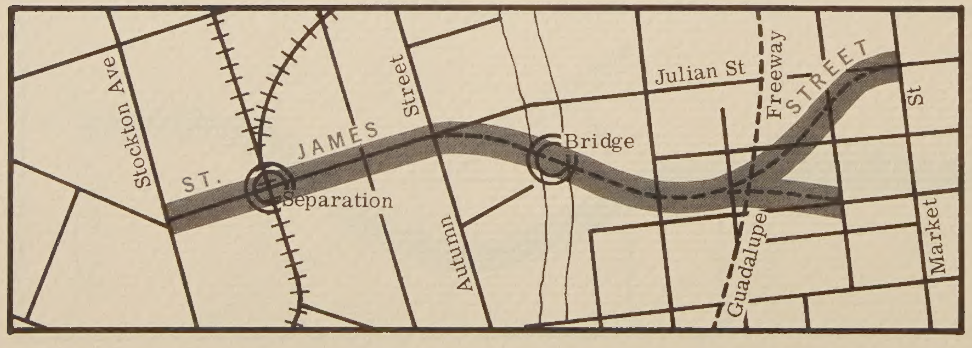
A3 — BIRD AVENUE — $2,930,000

The widening of Bird Avenue to six moving lanes and two parking lanes from Route 680 Freeway to Home Street and to four moving lanes and two parking lanes from Home Street to Willow Glen Way will provide a necessary north-south feeder to the freeway and also supplement the proposed six-lane widening north of Route 680 Freeway.


Moorpark Avenue
FAI 680
RACE STREET
Fruitdale Avenue

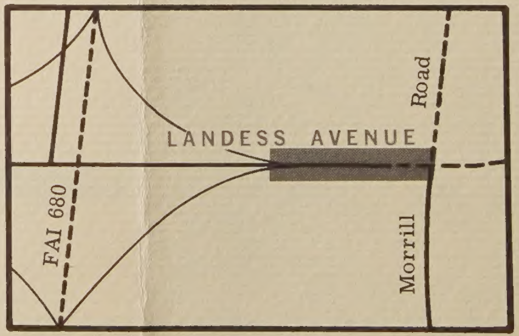
A4 — RACE STREET — $150,000

This project will widen Race Street to four moving lanes and two parking lanes from Moorpark Avenue to Fruitdale Avenue, a necessary improvement to make Race Street an access route to Route 680 Freeway.


Stockton Ave
ST. JAMES STREET
Separation
Autumn Street
Bridge
Julian St
Guadalupe Freeway
Market St

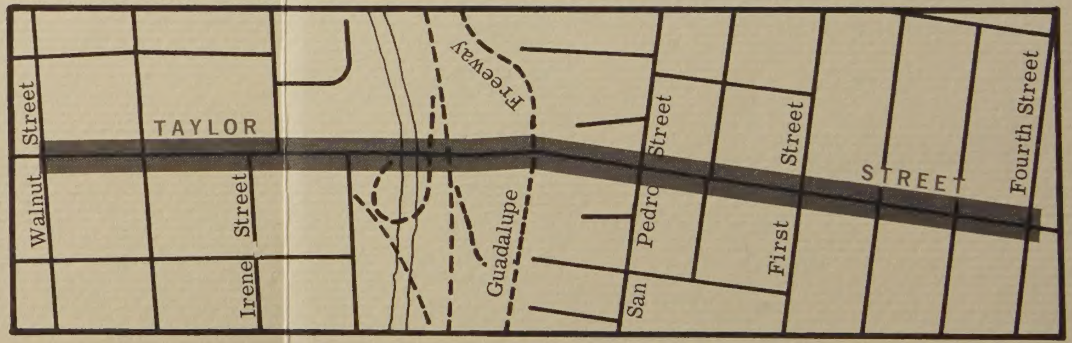
A5 — ST. JAMES STREET — $1,370,000

This project includes widening St. James to four moving lanes from Stockton Avenue to Autumn Street and constructing four moving lanes from Autumn Street to Market Street, which will extend the adopted one-way street pattern and provide St. James with the additional capacity necessary to handle the anticipated Guadalupe Freeway traffic. Fifty-five percent of improving the railroad overpass will be paid by others.


FAI 680
LANDESS AVENUE
Morrill Road

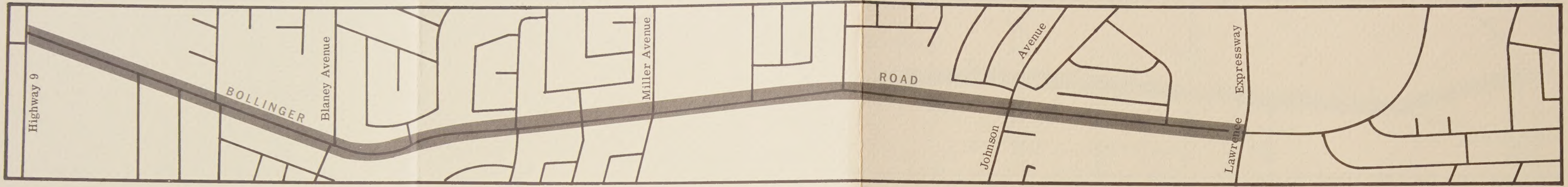
A6 — LANDESS AVENUE — $220,000

The widening and extending of Landess Avenue to four moving lanes between Route 680 Freeway and Morrill Road is essential to accommodate the anticipated additional traffic volumes resulting from the interchange with Route 680 Freeway.


Walnut Street
TAYLOR
Irene Street
Freeway
Guadalupe
San Pedro Street
First Street
STREET
Fourth Street

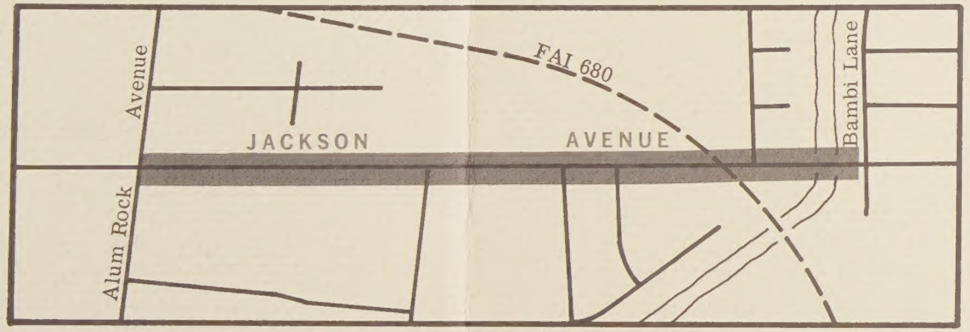
A7 — TAYLOR STREET — $720,000

The widening of Taylor Street to four moving lanes and two parking lanes from Walnut Street to Fourth Street will supplement the widening of Taylor Street from the Alameda to Walnut Street, greatly improving the east-west flow of traffic in this area and making it possible for Taylor Street to handle the increased flow of traffic resulting from the intersection with the Guadalupe Freeway.


Highway 9
BOLLINGER
Blaney Avenue
Miller Avenue
ROAD
Avenue
Johnson
Expressway
Lawrence

A8 — BOLLINGER ROAD — $395,000

It is proposed to widen Bollinger Road as a four-lane arterial from Highway 9 to the Lawrence Expressway within the existing right of way. Improvements will include paving, curb, gutter and sidewalk where required.

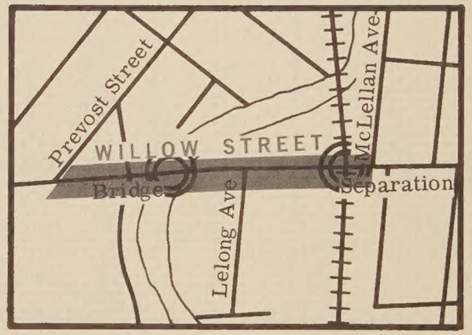

Avenue
Alum Rock
JACKSON
AVENUE
FAI 680
Bambi Lane

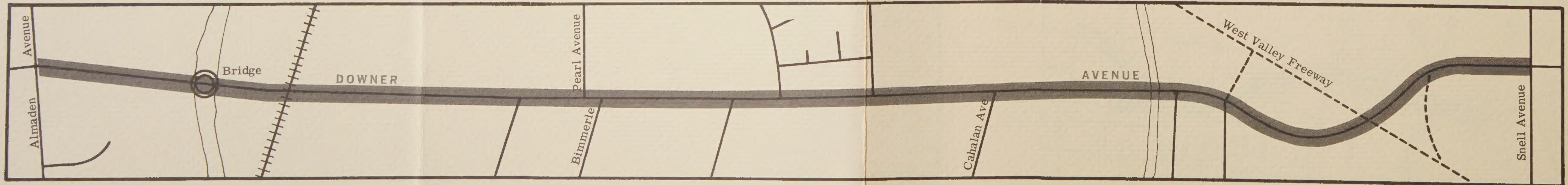
A9 — JACKSON AVENUE — $90,000

The widening of Jackson Avenue to four moving lanes and two parking lanes from Alum Rock Avenue to Bambi Lane will provide a necessary north-south feeder from Alum Rock Avenue to Route 680 Freeway.

A10 — WILLOW STREET — $1,670,000

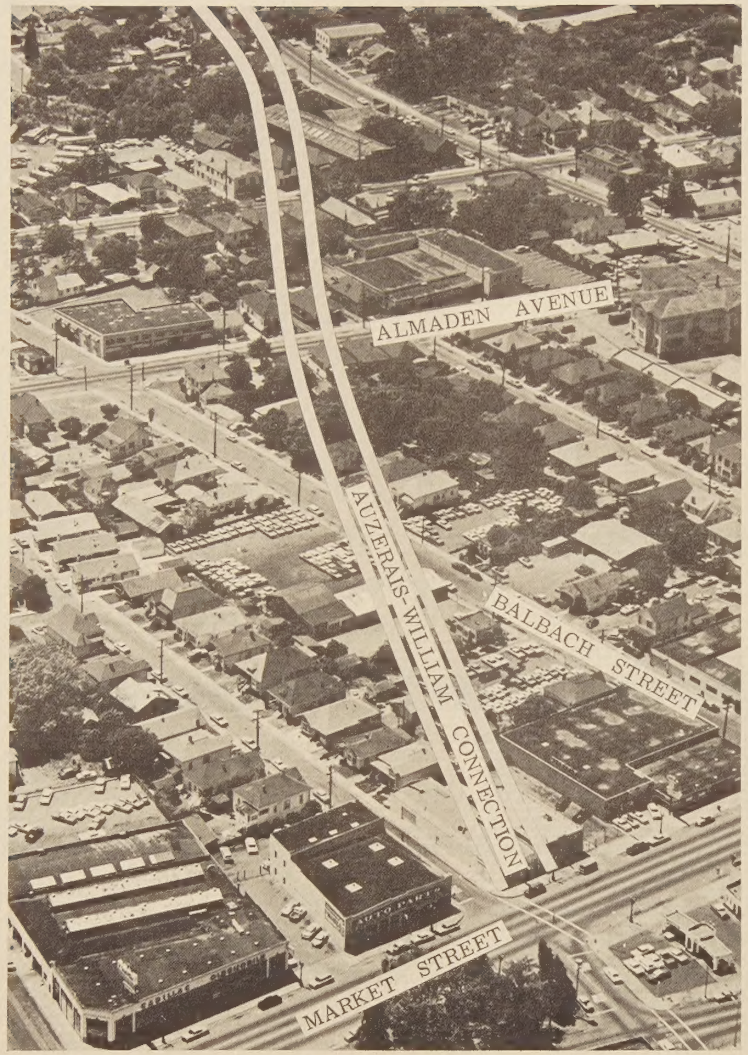
The widening of Willow Street to six moving lanes and two parking lanes between Prevost Street and McLellan Avenue is necessary to improve the inadequate railroad underpass condition, to generally improve the east-west flow of traffic and provide adequate capacity for the partial interchange with the Guadalupe Freeway.


Prevost Street
WILLOW STREET
McLellan Ave
Bridge
Separation
Lelong Ave


Avenue
Almaden
Bridge
DOWNER
Pearl Avenue
Bimmerle
Cahalan Ave
AVENUE
West Valley Freeway
Snell Avenue

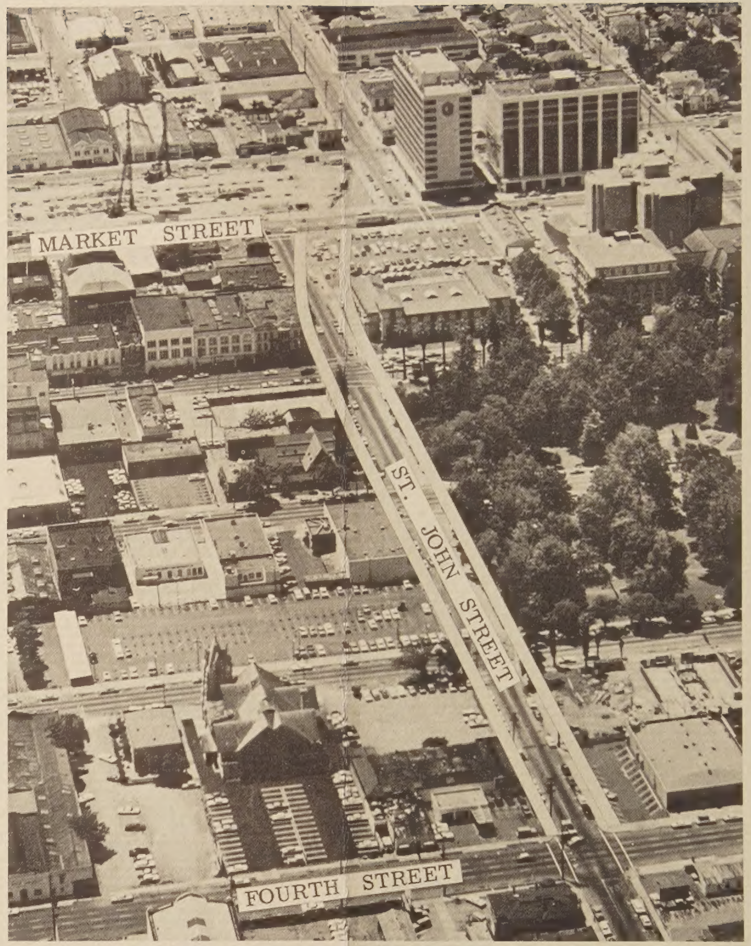
A11 — DOWNER AVENUE — $555,000

The widening of Downer Avenue to an interim four-lane arterial (ultimately to six moving lanes) is essential to provide adequate east-west movement from Almaden Avenue to Snell Avenue. This project will complete Downer Avenue as a four-lane arterial from Cottle Road to Almaden Expressway.


ALMADEN AVENUE
AUZERAIS-WILLIAM CONNECTION
BALBACH STREET
MARKET STREET

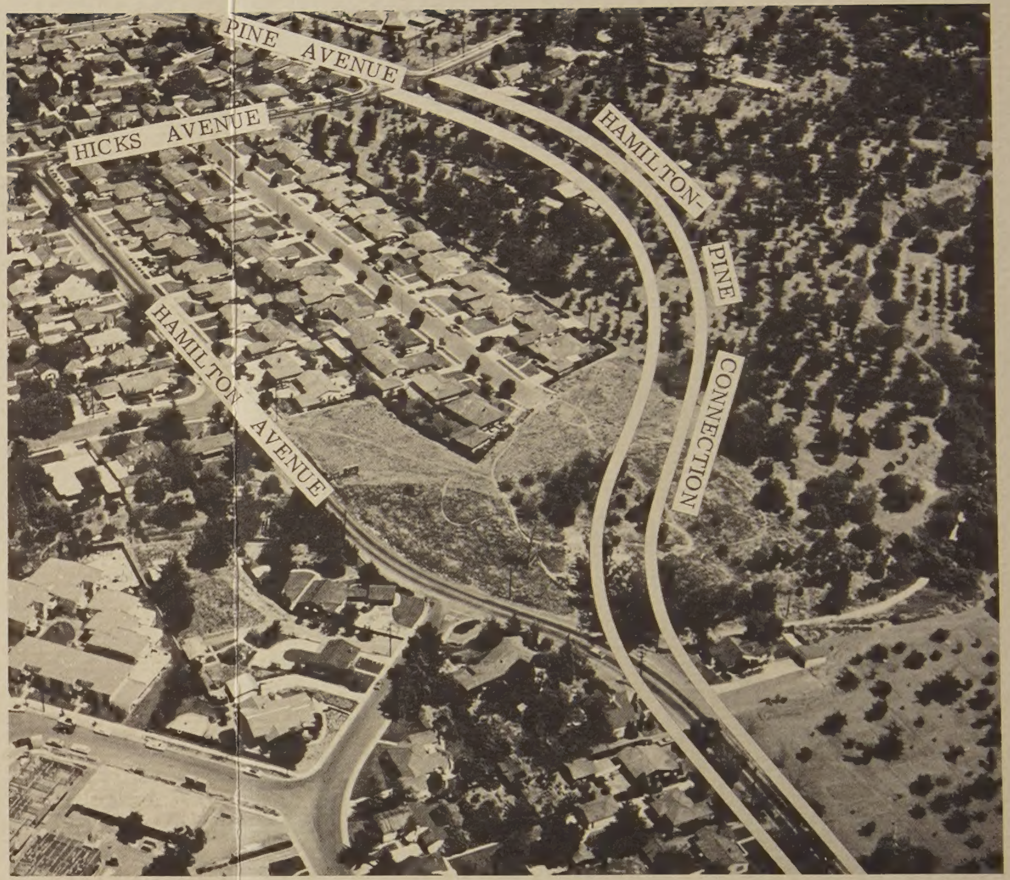
A12 — AUZERAIS-WILLIAM CONNECTION — $1,230,000

This realignment and connection will provide four moving lanes and two parking lanes between Prevost Street and Market Street, which is essential to complete the adopted one-way street pattern.


MARKET STREET
ST. JOHN STREET
FOURTH STREET

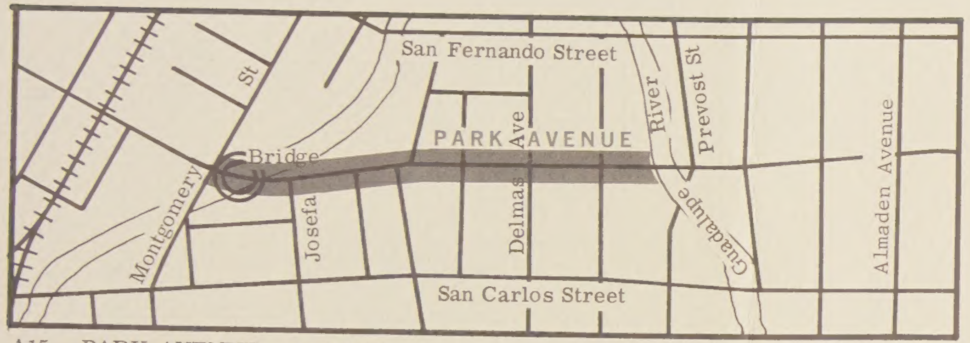
A13 — ST. JOHN STREET — $300,000

The widening of St. John Street to four moving lanes and two parking lanes between Market Street and Fourth Street will relieve the existing hazardous congestion existing at the intersection of Market Street and St. John Street and also extend the adopted one-way street pattern.


PINE AVENUE
HICKS AVENUE
HAMILTON-PINE CONNECTION
HAMILTON AVENUE

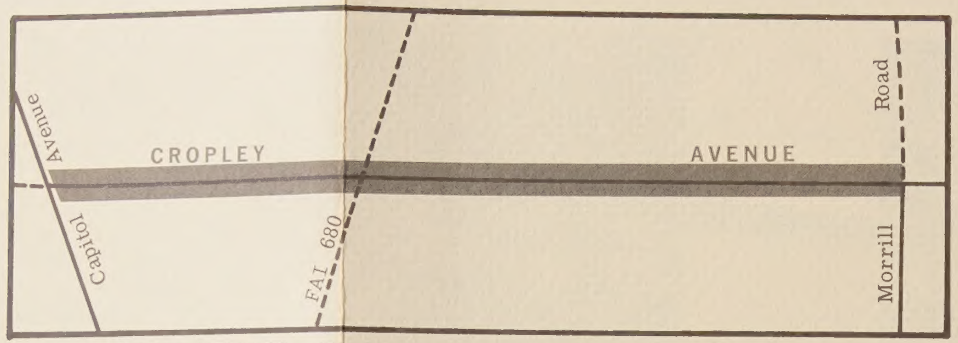
A14 — HAMILTON-PINE CONNECTION — $400,000

This project will provide four moving lanes and two parking lanes connecting Hamilton Avenue to Pine Avenue, and eliminating the congested condition which exists at Hamilton Avenue and Hicks Avenue.


San Fernando Street
St
Bridge
PARK AVENUE
Ave
Delmas
River
Prevost St
Guadalupe
Almaden Avenue
Montgomery
Josefa
San Carlos Street

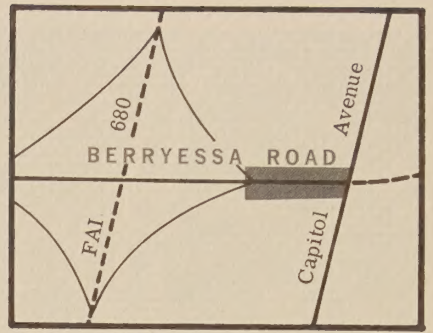
A15 — PARK AVENUE — $1,295,000

The widening of Park Avenue to six moving lanes and two parking lanes from Montgomery Street to the Guadalupe River will provide this major arterial with the necessary capacity to handle the flow of traffic into the central business district and the anticipated flow of traffic to and from the Guadalupe Freeway.


Avenue
Capitol
CROPLEY AVENUE
FAI 680
Road
Morrill

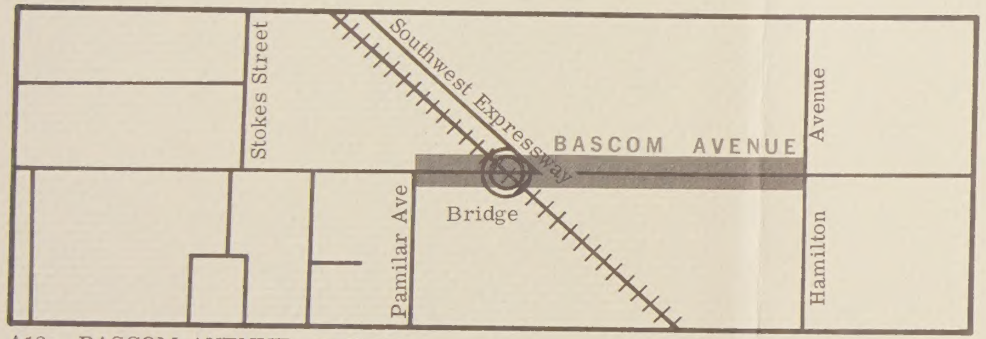
A16 — CROPLEY AVENUE — $190,000

The widening of Cropley Avenue to four moving lanes between Capitol Avenue and Morrill Road is necessary to conform with the plans for the Route 680 Freeway overpass and also serve as a link in the future important Cropley Avenue connection between Capitol Avenue and Piedmont Road.


680
BERRYESSA ROAD
FAI
Avenue
Capitol

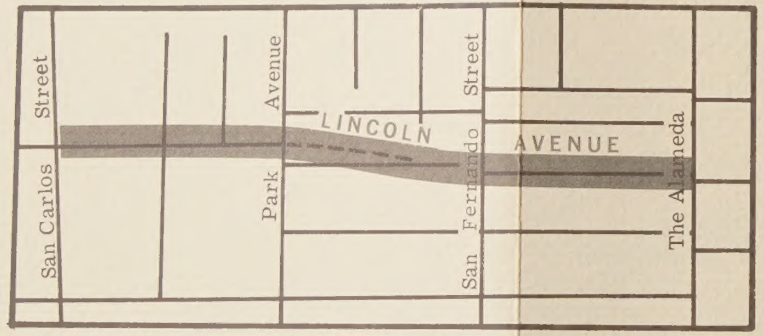
A17 — BERRYESSA ROAD — $255,000

The widening of Berryessa Road to four moving lanes between Route 680 Freeway and Capitol Avenue is essential to accommodate the anticipated additional traffic volumes resulting from the interchange with Route 680 Freeway.


Stokes Street
Southwest Expressway
BASCOM AVENUE
Bridge
Pamilar Ave
Avenue
Hamilton

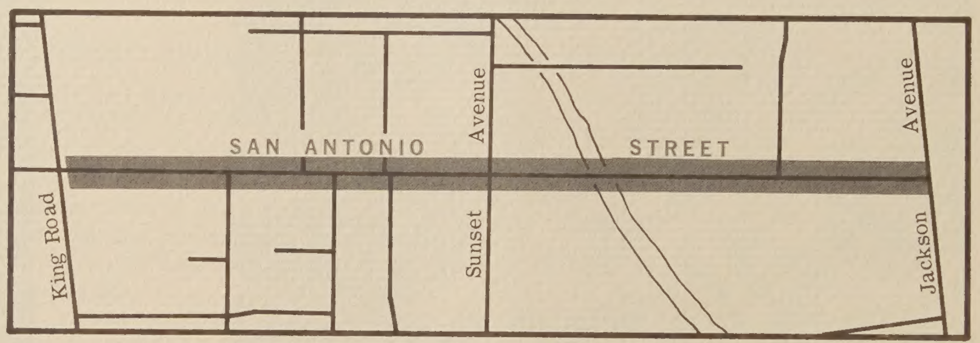
A18 — BASCOM AVENUE — $775,000

The widening of Bascom Avenue to six moving lanes and two parking lanes between Pamlar Avenue and Hamilton Avenue is necessary to relieve the congestion caused by the ever-increasing flow of traffic on this important north-south arterial. The segment between Stevens Creek Boulevard and Pamlar Avenue will be widened with 1961 bond funds.


Street
San Carlos
Avenue
Park
LINCOLN AVENUE
Street
San Fernando
The Alameda

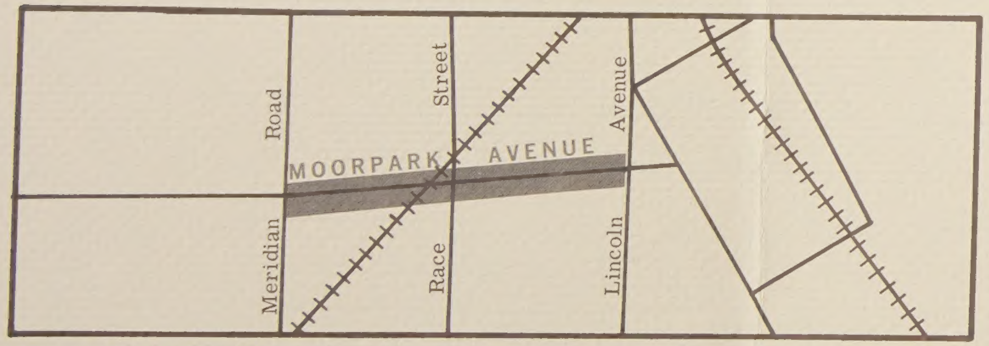
A19 — LINCOLN AVENUE — $800,000

The widening of Lincoln Avenue between Santa Clara Street and San Carlos Street to four moving lanes and two parking lanes is important in order to accommodate the additional traffic being developed by the recently widened portion of Lincoln Avenue south of San Carlos.


King Road
SAN ANTONIO STREET
Avenue
Sunset
Avenue
Jackson

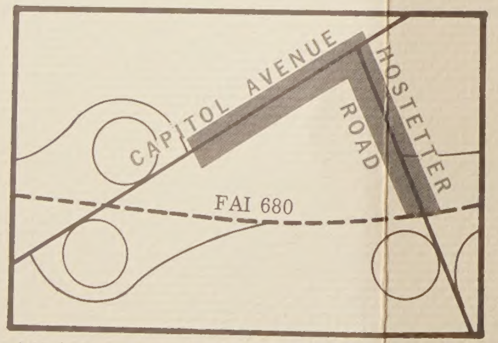
A20 — SAN ANTONIO STREET — $850,000

The widening of San Antonio Street to four moving lanes and two parking lanes from King Road to Jackson Avenue is essential to provide this major east-west arterial with sufficient capacity to act as a feeder for the Route 680 Freeway and as a major street into East San Jose.


Road
Meridian
Street
Race
MOORPARK AVENUE
Avenue
Lincoln

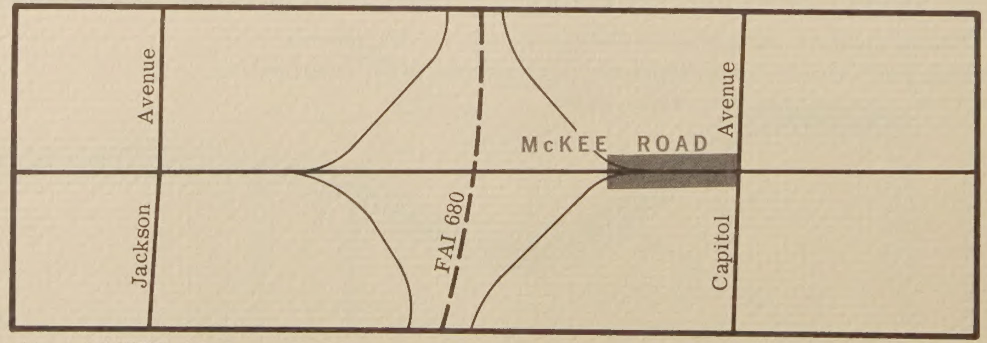
A21 — MOORPARK AVENUE — $480,000

This widening will provide four moving lanes and two parking lanes between Lincoln Avenue and Meridan Road and will serve as a parallel auxiliary and feeder to Route 680 Freeway.


CAPITOL AVENUE
HOSTETTER ROAD
FAI 680

A22 & A23 — CAPITOL AVENUE-HOSTETTER ROAD — $500,000

These improvements are necessary to accommodate the anticipated traffic volumes resulting from the interchange with Route 680 Freeway. Both Capitol Avenue and Hostetter Road will be widened to four moving lanes in this area.


Avenue
Jackson
FAI 680
McKEE ROAD
Avenue
Capitol

A24 — McKEE ROAD — $115,000

The widening of McKee Road between Route 680 Freeway and Capitol Avenue is essential to accommodate the anticipated additional traffic volumes resulting from the interchange with Route 680 Freeway.

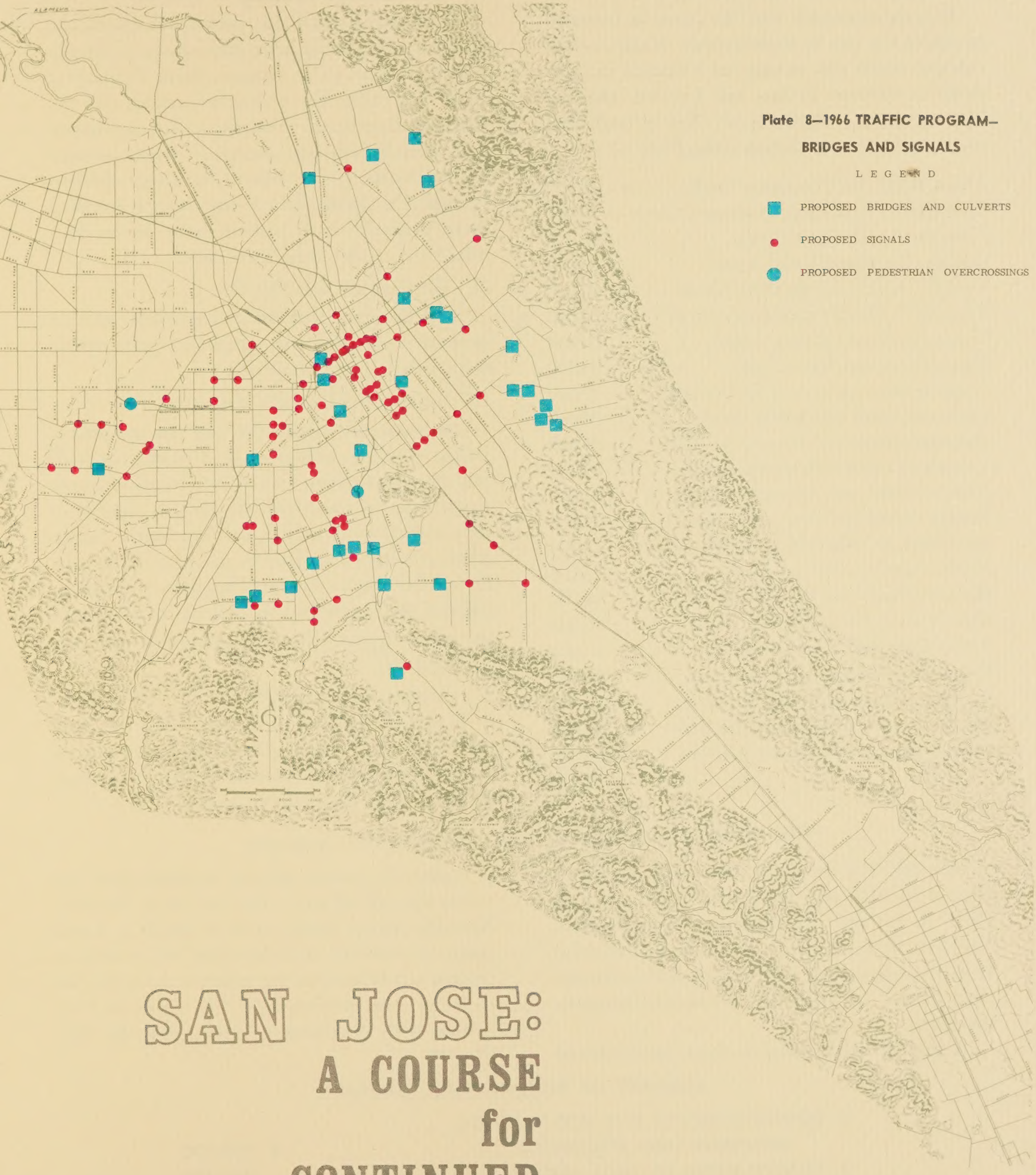
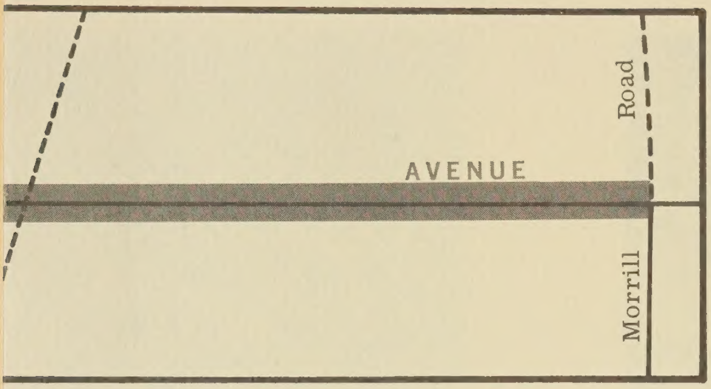


Plate 8—1966 TRAFFIC PROGRAM—
BRIDGES AND SIGNALS

LEGEND

- ■ PROPOSED BRIDGES AND CULVERTS
- • PROPOSED SIGNALS
- ● PROPOSED PEDESTRIAN OVERCROSSINGS

SAN JOSE:
A COURSE for CONTINUED PROGRESS


AVENUE
Road
Morrill

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e to four moving lanes between Capitol
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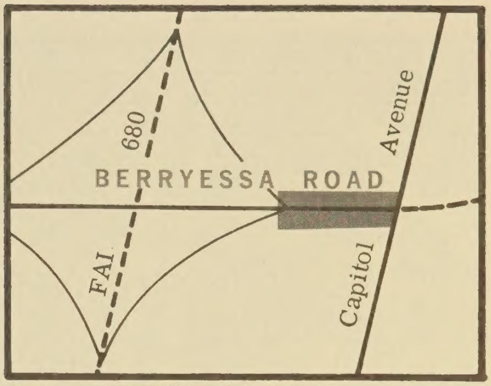
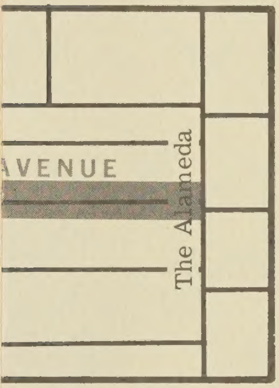

680
Avenue
BERRYESSA ROAD
FAI
Capitol

A17 — BERRYESSA ROAD — $255,000

The widening of Berryessa Road to four moving lanes between Route 680 Freeway and Capitol Avenue is essential to accommodate the anticipated additional traffic volumes resulting from the interchange with Route 680 Freeway.


VENUE
The Alameda

Clara Street and San
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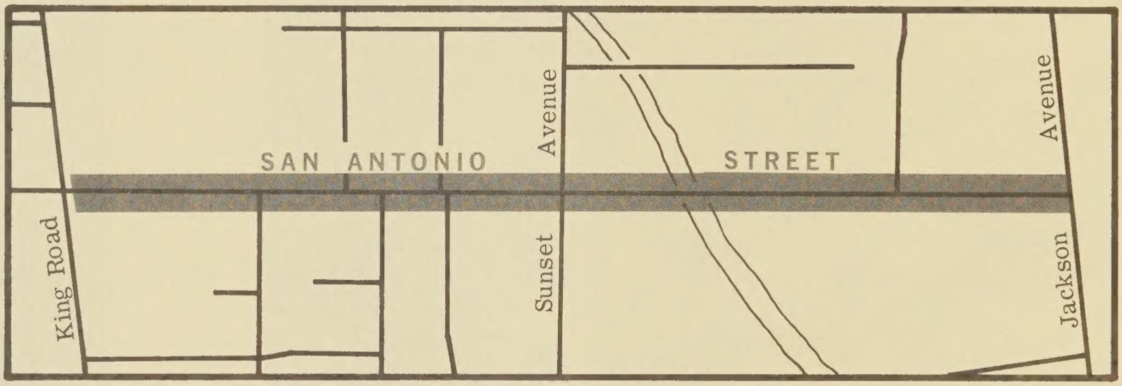
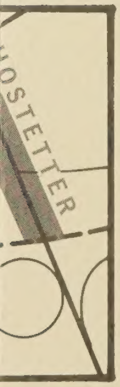
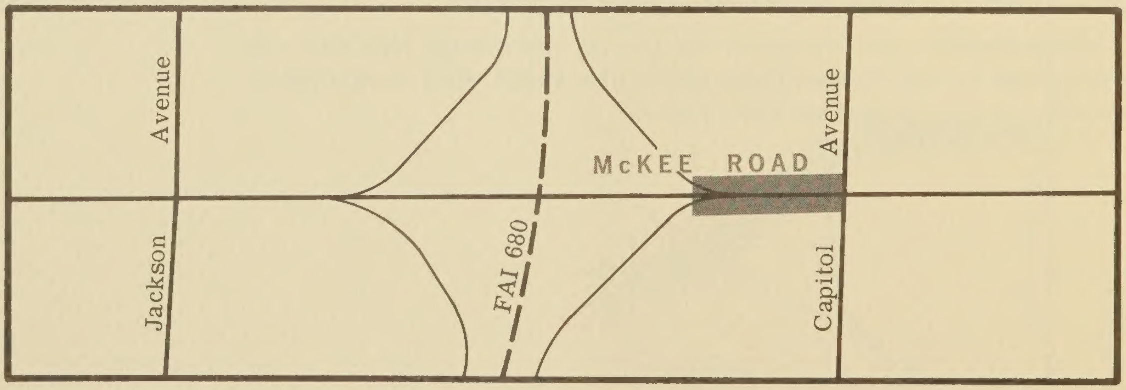
rlos.


SAN ANTONIO
Avenue
STREET
Avenue
King Road
Sunset
Jackson

A20 — SAN ANTONIO STREET — $850,000

The widening of San Antonio Street to four moving lanes and two parking lanes from King Road to Jackson Avenue is essential to provide this major east-west arterial with sufficient capacity to act as a feeder for the Route 680 Freeway and as a major street into East San Jose.




Avenue
MCKEE ROAD
Avenue
Jackson
FAI 680
Capitol

A24 — McKEE ROAD — $115,000

The widening of McKee Road between Route 680 Freeway and Capitol Avenue is essential to accommodate the anticipated additional traffic volumes resulting from the interchange with Route 680 Freeway.

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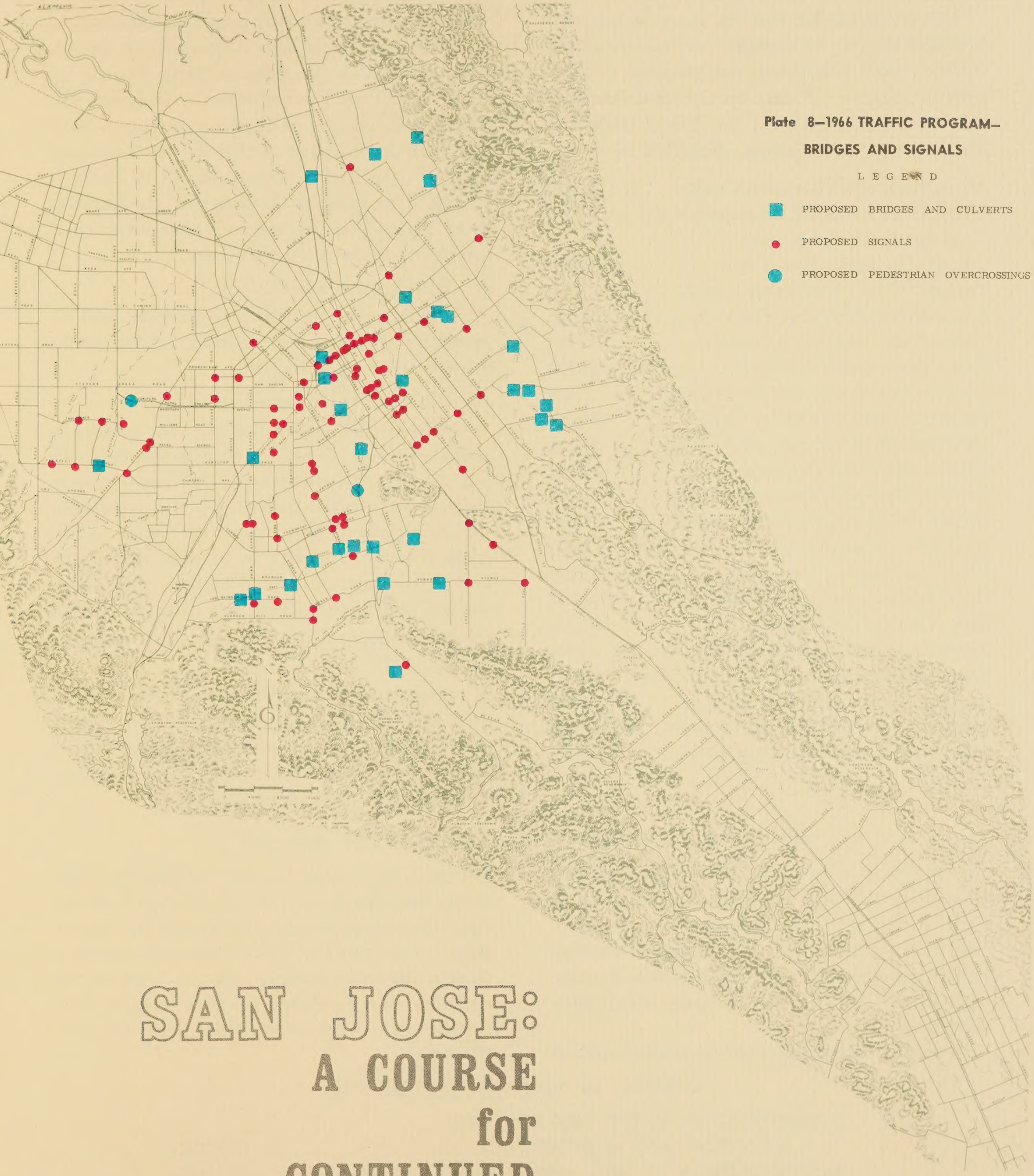

Plate 8—1966 TRAFFIC PROGRAM—BRIDGES AND SIGNALS

LEGEND
🟦 PROPOSED BRIDGES AND CULVERTS
● PROPOSED SIGNALS
● PROPOSED PEDESTRIAN OVERCROSSINGS

SAN JOSE: A COURSE for CONTINUED PROGRESS

B. Bridges and Culverts — $1,170,000

It is recommended that the funds be provided to enable the city to construct new bridges or box culverts where new streets are proposed to cross rivers or streams. Bridges are provided wherever it is necessary to facilitate the flow of traffic and to provide good circulation. (See Plate 8)

Aborn Road and Thompson Creek	$ 40,000
Cadwallader Road and Thompson Creek	25,000
King Road and Silver Creek	25,000
Quimby Road and Silver Creek	20,000
Prospect Road and Saratoga Creek	15,000
Kammerer Avenue and Silver Creek	20,000
White Road and Quimby Creek	30,000
White Road and Flint Creek	20,000
Cunningham Avenue and Silver Creek	20,000
Piedmont Road and Sierra Creek	20,000
Piedmont Road and Berryessa Creek	25,000
Trimble Road and Berryessa Creek	40,000
Quimby Road and Thompson Creek	35,000
Trimble Road and Penitencia Creek	35,000
Los Gatos-Almaden Rd. and Ross Creek	15,000
Union Avenue and Ross Creek	15,000
Harwood Road and Ross Creek	10,000
Ross Road and Ross Creek	10,000
Jarvis Road and Ross Creek	15,000
Vistamont Avenue and Ross Creek	25,000
Camden Avenue and Golf Creek	60,000
Branham Lane and Guadalupe River	325,000
Pine Avenue and Guadalupe River	325,000
Total	$1,170,000

C. Pedestrian Overcrossings — $100,000

It is recommended that pedestrian crossings be provided over the Almaden Expressway at Lincoln Avenue and over the Junipero Serra Freeway at Casa View Drive. The pedestrian crossing over the Almaden Expressway is needed as the expressway is excessively wide and divided by the Guadalupe River making it very difficult for school children to cross. The pedestrian crossing over the Junipero Serra Freeway would provide better access to a school and to the Casa View Park.

D. Signalization — $3,675,000

It is proposed that the city continue with its program to install traffic signals at various intersections whenever warranted.

E. Center Strip Paving — $2,310,000

As previously stated the city has adopted a policy requiring developers to dedicate rights-of-way for major streets and to install improvements based upon proposed land use. Since a majority of the major streets serve primarily single family areas, the city is required to pave the center portion of the major arterials. Therefore, it is recommended that funds be provided which will enable the city to improve streets concurrently with new development.

F. Landscaping — $120,000

It is recommended that funds be provided to enable the city to provide better landscaping on its major streets where median strips exist or at intersections where large islands remain.

FIRE PROTECTION PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Fire Protection Program is a continuation of the 1957 and 1961 Programs. As shown on Plate 9, five new fire stations are recommended. The kind of station will vary from a residential type to major stations with several pieces of equipment needed for industrial or heavy commercialized areas.

A new drill and training facility is recommended to replace the present obsolete building which lies within the right of way of the Guadalupe Freeway. Since the present facility must be rebuilt, it is proposed to construct a facility that will provide a broader and better training program. A site for this structure was purchased at the corner of Park Avenue and Montgomery Street from the 1961 Program.

SUMMARY OF RECOMMENDED PROGRAM

1. CONSTRUCTION OF FIVE NEW STATIONS, INCLUDING LAND ACQUISITION	$ 555,000
2. CONSTRUCTION OF DRILL AND TRAINING FACILITIES	360,000
3. EXPANSION OF MICROWAVE AND ALARM SYSTEM	350,000
4. PURCHASE OF NEW EQUIPMENT	248,000
TOTAL COST	$1,513,000

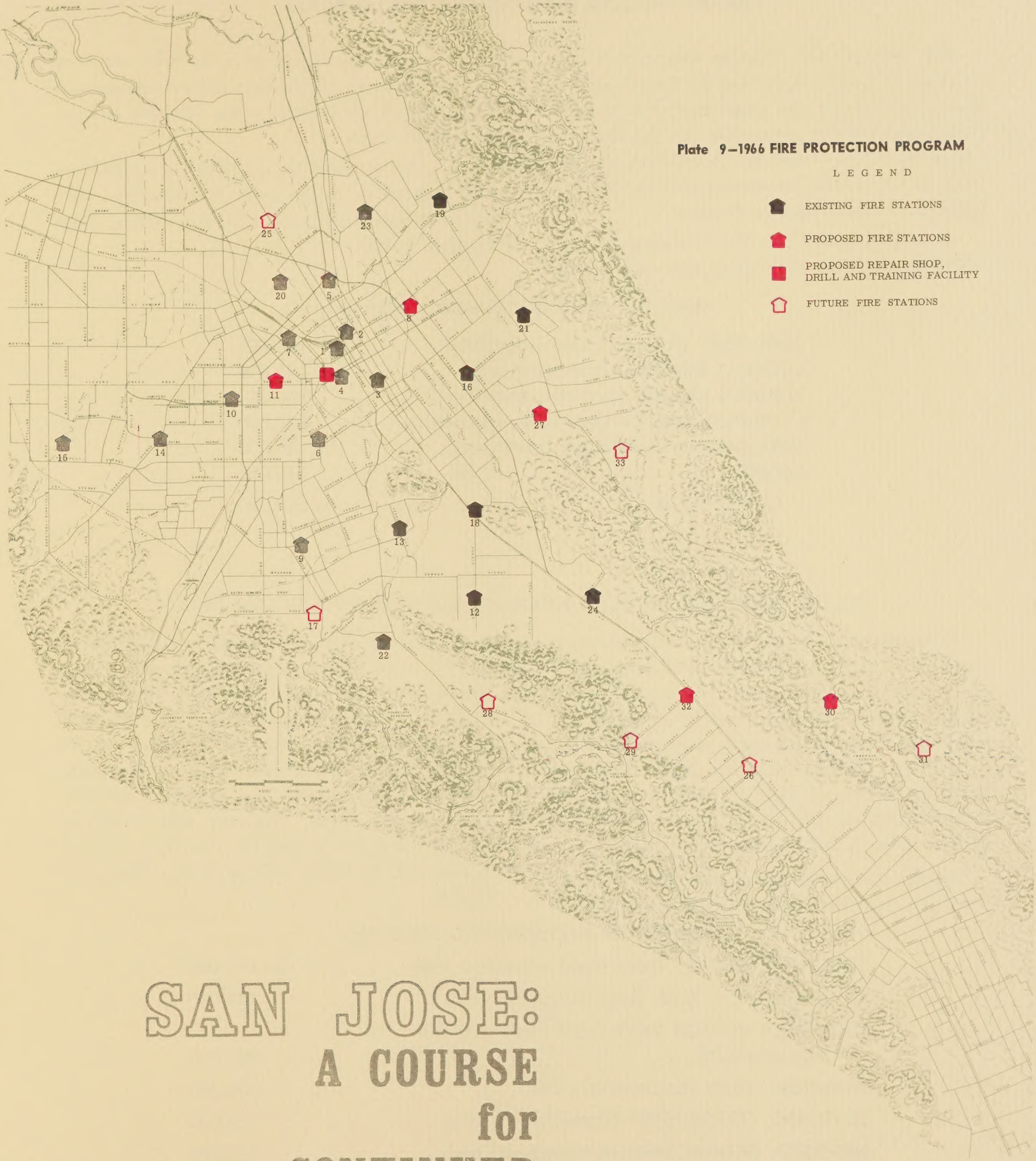

Plate 9—1966 FIRE PROTECTION PROGRAM

LEGEND
EXISTING FIRE STATIONS
PROPOSED FIRE STATIONS
PROPOSED REPAIR SHOP, DRILL AND TRAINING FACILITY
FUTURE FIRE STATIONS
ALAMEDA COUNTY
19
23
25
20
5
8
21
2
7
1
11
4
3
16
10
27
15
14
6
33
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26
31

SAN JOSE: A COURSE for CONTINUED PROGRESS

LIBRARY PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Library Program recommends continuation of the development of the Branch Library system. Included in the program, shown on Plate 10, is the acquisition of two sites and the construction of four library buildings. In addition, the purchase of new books is recommended for the new facilities, as well as existing libraries

As recommended, two of the branch facilities will be constructed on existing sites—one in the Berryessa Area and the other in the Edenvale Area—while the other two libraries will serve as regional facilities and will be built in the Almaden and the Evergreen Areas.

In order to make the libraries more attractive and comfortable to the users, it is suggested that air conditioning be installed in the existing Rose Garden Branch.

SUMMARY OF RECOMMENDED PROGRAM:

BERRYESSA BRANCH (construction only)	**$ 190,000**
EDENVALE BRANCH (construction only)	**195,000**
ALMADEN BRANCH (land and construction)	**300,000**
EVERGREEN BRANCH (land and construction)	**300,000**
ROSE GARDEN BRANCH (air conditioning)	**25,000**
BOOKS	**350,000**
TOTAL COST	**$1,360,000**

PUBLIC WORKS SERVICE YARD PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Public Works Service Yard Program recommends expansion of the branch facilities into other newly developed areas. The use of branch facilities has proven very successful in the Public Works operations in that costly delays in traveling to and from working areas has been eliminated. With the growth of the City three new Branch Service Yards are required to maintain the present service throughout the City. (See Plate 11)

Besides the acquisition of new sites it is proposed that additional improvements be made on all of the existing sites and to start improvements on the Berryessa Yard, acquired with 1961 Bond Funds, which will function as a Main Service Yard facility. It is further proposed that improvements be made on the proposed new site which will be located in the southwest area. Funds are also recommended for the construction of branch assembly rooms at the Doyle, Monterey and Southwest Branch Yards, to be used by other City Departments, such as Building Inspections, Police, and Health.

SUMMARY OF RECOMMENDED PROGRAM:

EVERGREEN BRANCH YARD (Land acquisition only)	**$ 140,000**
COYOTE BRANCH YARD (Land acquisition only)	**140,000**
SOUTHWEST BRANCH YARD (Land acquisition and improvements)	**260,000**
BERRYESSA YARD (Improvements only)	**300,000**
SIXTH AND TAYLOR YARD (Improvements only)	**50,000**
MONTEREY BRANCH YARD (Improvements only)	**110,000**
DOYLE BRANCH YARD (Improvements only)	**110,000**
CONSTRUCTION OF BRANCH ASSEMBLY ROOMS	**100,000**
Total	**$1,210,000**

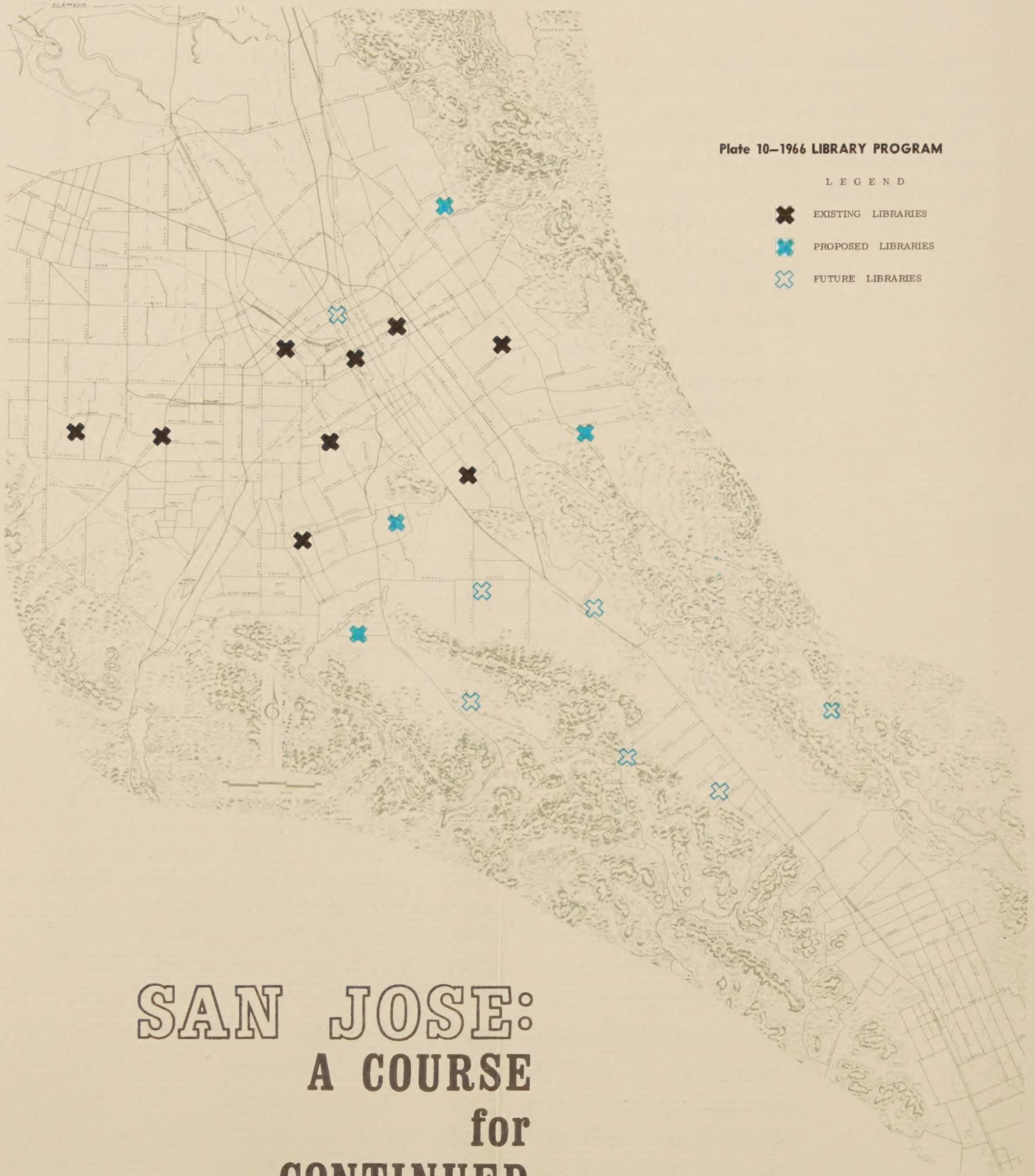


Plate 10—1966 LIBRARY PROGRAM

LEGEND
✖ EXISTING LIBRARIES
✖ PROPOSED LIBRARIES
✕ FUTURE LIBRARIES

SAN JOSE:
A COURSE for CONTINUED PROGRESS

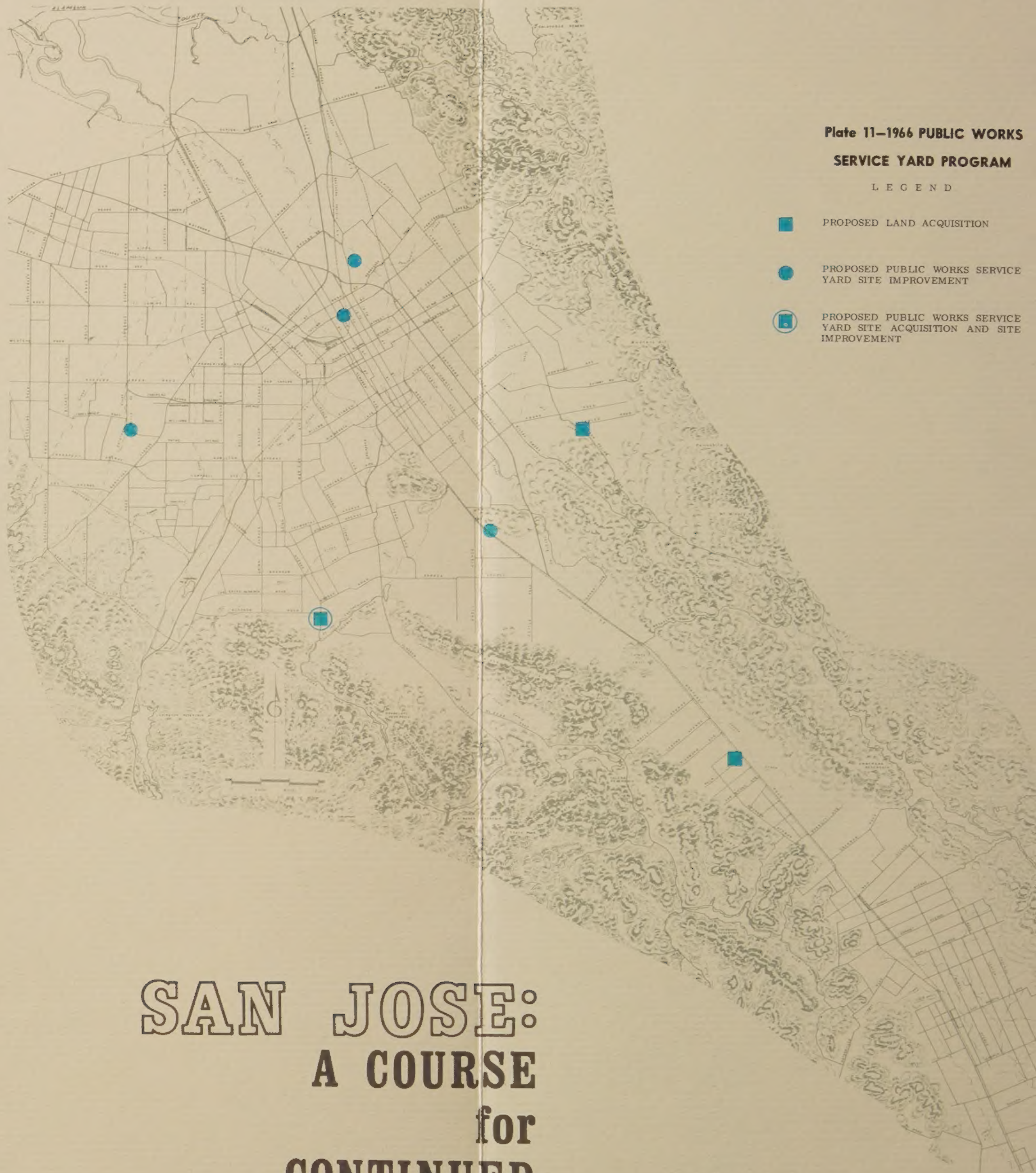


Plate 11—1966 PUBLIC WORKS SERVICE YARD PROGRAM

LEGEND
■ PROPOSED LAND ACQUISITION
● PROPOSED PUBLIC WORKS SERVICE YARD SITE IMPROVEMENT
◉ PROPOSED PUBLIC WORKS SERVICE YARD SITE ACQUISITION AND SITE IMPROVEMENT

SAN JOSE:
A COURSE for CONTINUED PROGRESS

STORM SEWER PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Storm Sewer Program recommends that $2,500,000 be approved for the construction of storm sewer trunk lines. In the growth and development of the City the continuation of the sewer trunk line program is necessary to prevent flooding and provide proper drainage in newly developed areas. The storm sewer fund is used to finance the construction of storm sewer trunk lines and as development occurs fees are charged for connecting to the trunk line. Monies received are placed in a revolving fund to be used for the construction of other storm sewer trunk lines.

SUMMARY OF RECOMMENDED PROGRAM:

1.	SIERRA CREEK CHANNEL UNIT 1	$ 500,000
2.	DENT - ROSS CREEK UNIT 2	100,000
3.	MELBOURNE - COYOTE EXT. UNIT 2	100,000
4.	CAPITOL AVENUE UNIT 1	100,000
5.	MONTEREY - CANOAS UNIT 7	200,000
6.	REDMOND - GOLF CREEK UNIT 1	100,000
7.	DOWNER - PEARL UNIT 1	200,000
8.	MURPHY - COYOTE UNIT 1	100,000
9.	McLAUGHLIN - COYOTE UNIT 1	200,000
10.	SANTA TERESA - CANOAS UNIT 1	400,000
11.	ALMADEN - BRANHAM UNIT 1	100,000
12.	MARTEN - SILVER CREEK UNIT 1	100,000
13.	EVERGREEN SYSTEM UNIT 1	300,000
	TOTAL COST	$2,500,000

SANITARY SEWER PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Sanitary Sewer Program shown on Plate 12 is a continuation of the previous programs where bond monies are used for the construction of Sanitary Sewer trunk lines, and as development occurs, fees are paid by developers for the privilege of connecting to the trunk line. The revenues received from the connection fees are then placed in a revolving fund and used to finance other Sanitary Sewer trunk lines.

The 1966 Sanitary Sewer trunk line program also recommends that funds be provided for the construction of a third interceptor trunk line. The interceptor line functions as a collector for main sanitary sewer trunk lines and carries the sewage on to the Water Pollution Control Plant. No area fees are charged for the cost of the installation of the interceptor line, as it serves the entire City and not a specific area.

SUMMARY OF RECOMMENDED PROGRAM:

INTERCEPTOR #3	$3,500,000
LINCOLN — SEVENTH, UNIT 1	100,000
ANDERSON RES. — SAN FELIPE VALLEY, UNIT 1	100,000
SAN JOSE—DISTRICT 4 JOINT SYSTEM, UNIT 1	100,000
ALAMITOS CREEK, UNIT 1	100,000
BAILEY AVENUE, UNIT 1	100,000
TOTAL	$4,000,000

FINE ARTS CENTER PROGRAM RECOMMENDED FOR 1966-1973

The Municipal Auditorium constructed in 1936 was San Jose's first step toward the creation of a Fine Arts Center. The demand for the auditorium's use has been so intense that it is one of the most utilized auditorium facilities in the United States; however, functioning as a diversified facility — theater, opera house, sports arena, convention center — has limited the types of activities and the size of attendance.

Due to San Jose's increase in population, a renewed interest has developed in providing more local cultural facilities. Toward this end, the City retained the architectural firm of John Carl Warnecke and Associates to prepare a Fine Arts Center Master Plan. The architects submitted their preliminary plan which was adopted in principle by the City Council on November 5, 1964. This plan encompassed a four-block area, bounded on the north by Park Avenue, on the east by Market Street, on the south by Auzerais Avenue, and on the west by Vine Street; and provided for a main library, a major theater, an art gallery and museum, a small legitimate theater, and parking facilities.

The current physical expansion of the Fine Arts Center began with the construction of McCabe Hall, completed on January 15, 1964, at a cost of $542,076, which enlarged the convention and meeting capacities of the auditorium. A second addition, consisting of a 100,000-square foot Main Library and a 2,700-seat theater, was proposed to the voters in the 1961 Bond Election. The Main Library was approved, but the theater failed, by a very narrow margin, to receive the necessary two-thirds majority vote. Since the theater proposal received a large majority of voter approval, the City Council again presented it to the voters in the November 1964 Election, but once again the proposal failed by a small margin to receive the required two-thirds majority. However, the voters' apparent interest in such a facility encouraged the City Council to study other available means of financing.

After careful study and evaluation, the City recommended that the theater be financed on a lease-back arrangement, and this method of financing was approved by the voters on April 13, 1965. Construction of the 2,700-seat theater is expected to begin during the 1966-67 fiscal year, at an estimated cost of $5,000,000.

The City Administration believes it is essential for the City's development to proceed with the implementation of the Fine Arts Center Plan. Although the center's primary purpose is to fulfill the cultural needs of the City, it can also serve a secondary function of providing convention facilities. Its construction will attract cultural programs that San Jose could not have obtained in the past, and will also enable the housing of more and larger conventions, thereby creating a greater volume of business in the City. (It is estimated that last year convention delegates spent a total of $3,154,125 in San Jose.) The development of the theater and the present program will meet the City's needs for several years; however, as the number of conventions grow, it may be desirable in the future to construct an all-purpose building in the Cultural Center to provide for this increased activity.

When McCabe Hall was constructed, provision was made for the installation of air conditioning when funds were available. It is therefore recommended that funds be approved for the installation of an air conditioning system which will provide more comfort in the utilization of McCabe Hall.

SUMMARY OF RECOMMENDED PROGRAM:

FINE ARTS CENTER PROGRAM REQUESTED FOR 1965 - 1975

1. AIR CONDITIONING FOR McCABE HALL	$ 65,000

CIVIC CENTER PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Civic Center Program recommends the expansion of the City Hall Building, Communications Bulding, and the Police Garage; the construction of a Records Center; and the purchase of additional land needed for the ultimate development of the Civic Center.

CITY HALL ADDITION

Over 1200 persons report daily to the Civic Center to perform the necessary services for a city of 328,300 persons. While the ratio of City Employees to population is below that of cities of comparable size, the number of new employees is increasing at the rate of 10% per year. In order to alleviate overcrowding by providing adequate office space, it is recommended that a five-story wing be added to the existing City Hall with provision for ultimate expansion to ten stories. The cost of this five-story addition is estimated at $2,800,000.

COMMUNICATIONS BUILDING

The Communications Center is the lifeline between the Citizenry and City Hall. All emergency calls are handled through this center, in addition to all regular business calls to the City offices. Because of the heavy demand on this department, it is necessary to expand the Communications Building in order to provide the same high level of service. The proposed addition is estimated to cost $500,000

POLICE GARAGE

The present Police Garage was constructed to accommodate 200 vehicles with provisions for the future addition of three floors. With increased police personnel and vehicles, it is necessary to construct the three floors now, in order to increase the garage's capacity by 300 spaces. This proposed expansion will cost an estimated $946,000. Because of the demand for governmental offices in the Civic Center area, it will be necessary in the future to construct other garage facilities for public and employee parking.

RECORDS CENTER

To eliminate using valuable office space for record storage, it is recommended that a special Records Center Building be constructed to provide a central storage area. The construction of a warehouse-type building would be more economical than a conventional office building, and would cost approximately $300,000.

LAND ACQUISITION

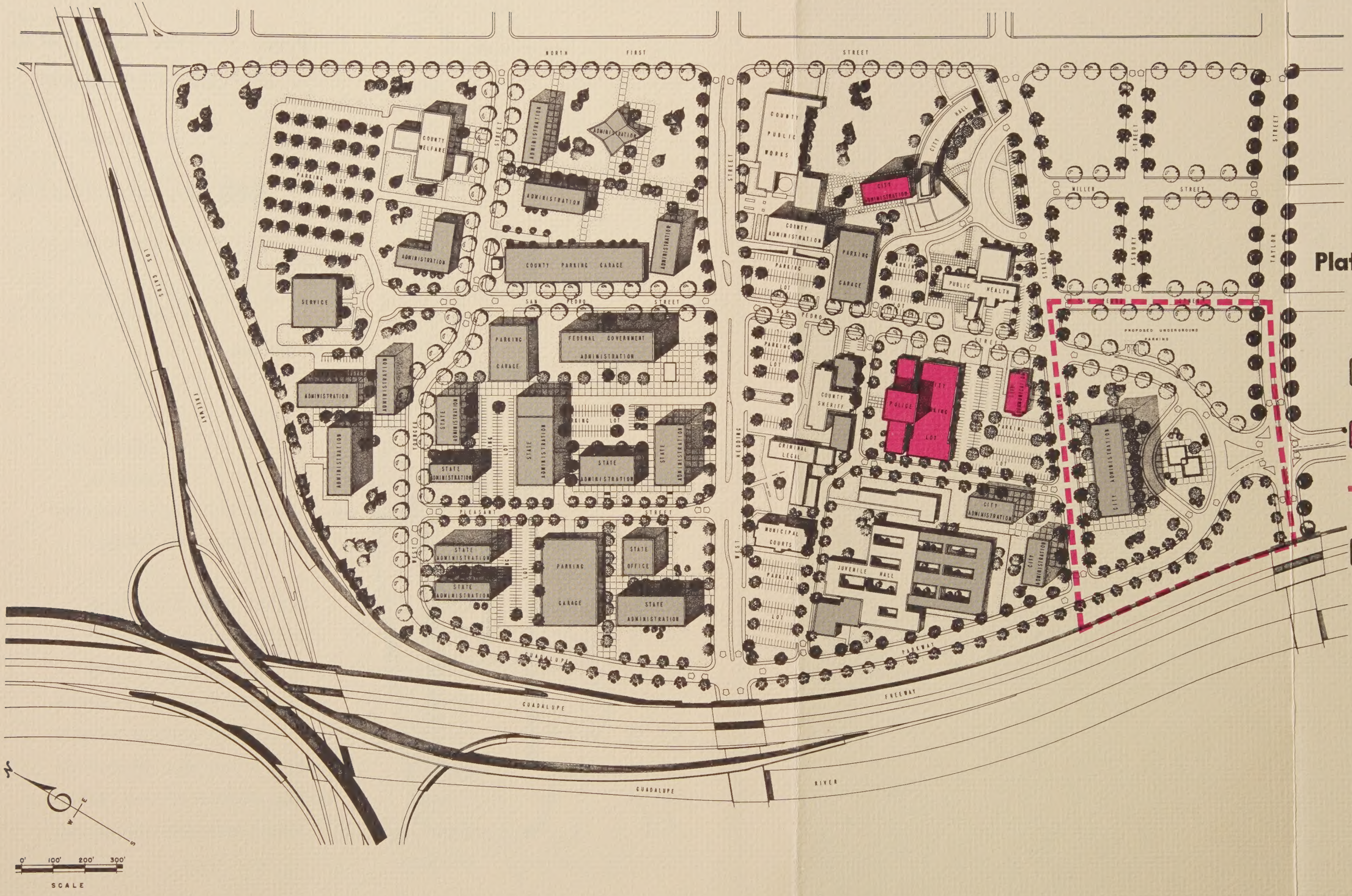
Because of rising land values around Civic Center, it is recommended that the City acquire the additional land needed for expansion before it is developed by private investors or the land costs become prohibitive. It is estimated that the acreage required for expansion will cost $625,000.

POLICE BUILDING

The 1961 Bond Program provided $1,250,000 for the construction of a Police Building. However, the increased costs of construction and the increase in the number of Police personnel make it advisable to construct a larger building at this time. It is therefore recommended that an additional $1,000,000 be provided for the Police Building.

SUMMARY OF RECOMMENDED PROGRAM:

CITY HALL ADDITION	$2,800,000
COMMUNICATIONS ADDITION	500,000
RECORDS CENTER BUILDING	300,000
POLICE BUILDING	1,000,000
POLICE GARAGE ADDITION	946,000
PROPERTY ACQUISITION	625,000
TOTAL	$6,171,000


NORTH FIRST STREET
STREET
COUNTY WELFARE
PARKING LOT
ADMINISTRATION
ADMINISTRATION
ADMINISTRATION
ADMINISTRATION
COUNTY PARKING GARAGE
ADMINISTRATION
SERVICE
SAN PEDRO STREET
PARKING GARAGE
FEDERAL GOVERNMENT ADMINISTRATION
ADMINISTRATION
ADMINISTRATION
ADMINISTRATION
YOUNGER
STATE ADMINISTRATION
STATE ADMINISTRATION
PARKING LOT
STATE ADMINISTRATION
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PARKING LOT
PLEASANT STREET
WEST
STATE ADMINISTRATION
STATE ADMINISTRATION
PARKING LOT
PARKING GARAGE
STATE OFFICE
STATE ADMINISTRATION
GUADALUPE
LOS GATOS FREEWAY
COUNTY PUBLIC WORKS
CITY HALL
CITY ADMINISTRATION
COUNTY ADMINISTRATION
PARKING GARAGE
PARKING LOT
PARKING LOT
PUBLIC HEALTH
SAN PEDRO STREET
PARKING LOT
COUNTY SHERIFF
POLICE
CITY PARKING LOT
CITY COMMUNICATION
PARKING LOT
CRIMINAL LEGAL
CITY ADMINISTRATION
MUNICIPAL COURTS
JUVENILE HALL
CITY ADMINISTRATION
PARKING LOT
WEST HEDDING STREET
MILLER STREET
ASBURY STREET
TAYLOR STREET
STREET
PROPOSED UNDERGROUND PARKING
CITY ADMINISTRATION
PARKWAY
FREEWAY
GUADALUPE
GUADALUPE RIVER
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W
S
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100'
200'
300'
SCALE

Plate 13—CIVIC CENTER PROGRAM

LEGEND

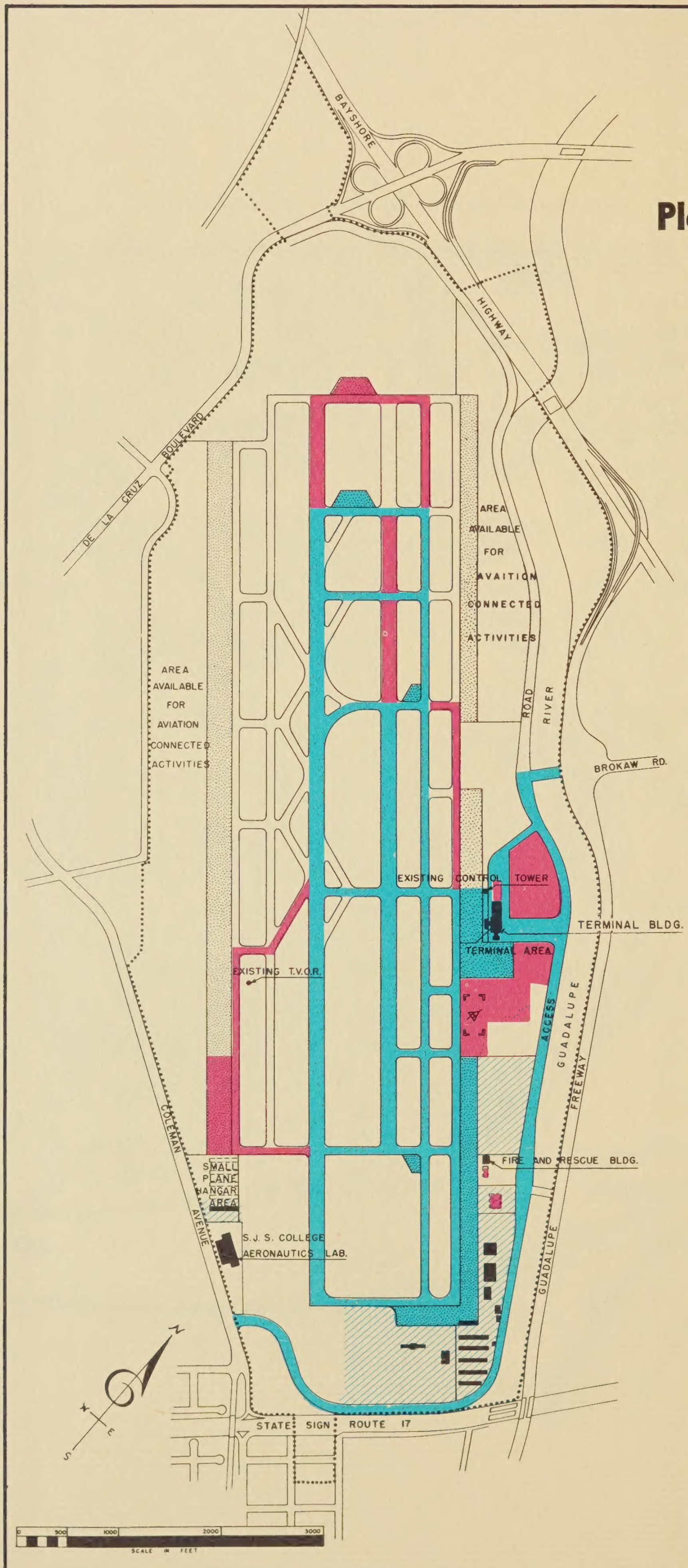
☐ EXISTING BUILDINGS

🟥 PROPOSED BUILDINGS

▬ ▬ PROPOSED LAND ACQUISITION

▨ FUTURE BUILDINGS

Plate 14—1966 MUNICIPAL AIRPORT PROGRAM


BAYSHORE
HIGHWAY
DE LA CRUZ
BOULEVARD
AREA AVAILABLE FOR AVAITION CONNECTED ACTIVITIES
AREA AVAILABLE FOR AVIATION CONNECTED ACTIVITIES
ROAD
RIVER
BROKAW RD.
EXISTING CONTROL TOWER
TERMINAL BLDG.
TERMINAL AREA
EXISTING T.V.O.R.
ACCESS
GUADALUPE
FREEWAY
COLEMAN
AVENUE
FIRE AND RESCUE BLDG.
SMALL PLANE HANGAR AREA
S. J. S. COLLEGE AERONAUTICS LAB.
GUADALUPE
STATE SIGN ROUTE 17
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SCALE IN FEET

L E G E N D

🟦 EXISTING FACILITIES

🟥 PROPOSED FACILITIES

▨ EXISTING AVIATION CONNECTED ACTIVITIES

AIRPORT PROGRAM RECOMMENDED FOR 1966-1973

The 1966 Airport Program is a continuation of the municipal airport improvement in order to provide better and more exclusive airline services and general aviation facilities. The interest in serving San Jose shown by major airlines makes it necessary to have the financial capability to extend the existing runways, construct taxiways and aircraft parking aprons and to expand the terminal building to accommodate a greater number of the larger major airline aircraft and to provide separate facilities for general aviation.

The municipal airport has experienced a successful, rapid growth in past years and has realized full utilization of its facilities. The programmed capital improvements are necessary to further improve the airport facilities in order to meet increased air carrier and general aviation requirements.

The recommended program is designed as a two-fold program: 1) expansion of the existing facilities, and 2) the acquisition of air rights in the approach zones. As explained in the financing of this program, the acquisition of air rights will be included in the over-all $52,500,000 Bond Program. Although the financing of the airport facilities are included in the total $62,580,000 program, the airport bonds will be financed from airport revenues since the proposed capital improvements will result in increased airport revenues and the Municipal airport operations can finance these facilities. As in previous programs, it is anticipated that the City will qualify for matching funds on certain airport improvements.

SUMMARY OF RECOMMENDED PROGRAM:

ITEM	1966 BOND FUND SHARE	FAA SHARE	TOTAL
LAND ACQUISITION			
AIR RIGHTS	$2,000,000	NONE	$2,000,000
IMPROVEMENT OF FLIGHT AREA			
AIRCRAFT PARKING APRONS	737,000	737,000	1,474,000
TAXIWAYS	488,000	488,000	976,000
EXTENSION OF WEST RUNWAY	94,000	94,000	188,000
EXTENSION OF RIGHT RUNWAY	237,000	237,000	474,000
GENERAL AVIATION LIGHTING	20,000	NONE	20,000
AIRPORT MAINTENANCE BUILDING	66,000	NONE	66,000
TERMINAL BUILDING ADDITION	809,000	NONE	809,000
ACCESS ROADS, LIGHTING, AUTO PARKING . .	275,000	NONE	275,000
GENERAL AVIATION TERMINAL BUILDING . . .	224,000	NONE	224,000
LANDING AREA IRRIGATION SYSTEM	50,000	NONE	50,000
TOTAL	$5,000,000	$1,556,000	$6,556,000

OFF-STREET PARKING PROGRAM

The City of San Jose Municipal Off-Street Parking Program was first started in 1954 in an effort to provide the Central Business District with vitally needed off-street parking facilities.

The initial investment consisted of a $2,450,000 expenditure to acquire and improve four parking lots, adding a total of 1400 new off-street parking spaces. Bonds issued for this purpose are being amortized from revenues derived from the parking lots and parking meters. The Municipal Off-Street Parking Program has proven very successful and has generated sufficient revenue to amortize the bonds and partially finance a proposed expansion.

The 1964 studies made by the consulting firm of Wilbur Smith and Associates clearly substantiate that expansion of the Municipal Parking Program is needed and is financially feasible. As proposed by Wilbur Smith and Associates the Central Business District parking needs can support a $10,500,000 expanded program.

The City is presently progressing with this recommendation under a three-phase program. The first phase, consisting of $3,450,000 will be used to acquire three new lots and construct a 650-car parking garage on the presently owned North Market Street lot. Bonds issued for this program will be amortized from surplus revenues on existing lots and revenues to be gained from the new lots. In addition, the program will be backed by the formation of an assessment district to insure lower interest rates and to eliminate the need of maintaining a 1½ to 1 experience record on revenues to sell the current bond issue. Phases two and three will be financed from parking revenues and will be implemented by the sale of revenue bonds.

Upon completion of this program, the City will have added over 4,000 new parking spaces. Included within the expanded program will be the North Market Garage and under-ground parking garages at St. James Park and the City Plaza. The remainder of the new facilities will be surface parking, and above-ground garages.

The aforementioned parking program will serve the Central Business District's needs for several years. As the downtown area is rehabilitated through Urban Renewal Projects or by private capital, parking demands will increase. These new parking demands can be financed in the same manner as the present expansion program in which potential revenues from the parking facilities are used to amortize the expansion.

URBAN RENEWAL

San Jose's Park Center Project was started 7 years ago as a method of revitalizing the Central Core Area. Lawsuits have delayed the project, but the Courts have upheld the City's position, and now the project is proceeding as scheduled. Public hearings are in process for the adoption of the proposed development plan, and it is anticipated that the first buildings will be under construction by the fiscal year 1966-67.

A second urban renewal project, the San Antonio Plaza, is presently under study for the area lying between Market Street, Second Street, San Carlos Street, and San Fernando Street. The San Antonio Plaza Project differs from the Park Center Project in that it will be a partial renewal program where the good structures remain and the older buildings are razed. New buildings are then constructed in keeping with a plan incorporating the remaining uses into the overall project.

While the current redevelopment projects have been directed toward the Central Area, Urban Renewal can be used in any depressed area where it is desirable to rehabilitate or reconstruct for the general improvement of the city. The use of this method of revitalization for the city is economically very practical since the City's portion is only one-third the net cost of any project. The City's contribution can then be made up with cash grants or credits from improvements, such as streets, parks, or public buildings. Funds for redevelopment projects are not proposed in this bond program as it is felt that current capital improvements combined with some surplus sales tax can finance any future project.

COLISEUM PROGRAM RECOMMENDED FOR 1966-1973

San Jose has long been considered a City with strong community interest in a variety of athletic events; however, there has never been a definable sporting facility in the San Jose Area that could accommodate all types of indoor athletic events — basketball, track, ice skating, ice hockey, etc.

With the growth of the San Jose Metropolitan Area and the need to provide facilities to satisfy all the City's recreational demands, the City Council has indicated its desire to construct such a facility in the Central Business District. This action was based on a report prepared by the City Administration and on the Ebasco Report prepared for the City of Santa Clara. Both of these reports strongly supported the need for a sports coliseum and recommended the construction of such a facility as soon as financially possible.

As presently envisioned, the sports facility would be large enough to accommodate an audience of 12,000 persons, and would cover an area of approximately 4 acres. Located in the general vicinity of Vine Street and San Carlos Street, the sports facility would be readily accessible from any location in the San Jose Metropolitan Area. Primary access would be provided by the Junipero Serra and Guadalupe Freeways and would be supplemented with local streets such as the six-lane Park Avenue, eight-lane Vine Boulevard, and San Carlos Street.

Parking would be developed in conjunction with the Park Center Redevelopment Project and the Fine Arts Center. By utilizing the combination of these activities a parking garage could be constructed under the Plaza, the Park Center, and the existing Auditorium Parking Lot. Sufficient revenues would be generated to completely amortize the cost of such parking facilities, and would eliminate the need of special financing to provide parking for the sports arena.

In addition to serving as a sports coliseum, a facility of this magnitude would be available for conventions, trade shows, etc.

While the City's primary concern is for the development of a sports coliseum to meet its immediate needs, the newly formed San Jose Sports Commission will also be studying the feasibility of ultimately developing a major sports stadium.

SUMMARY OF RECOMMENDED PROGRAM:

LAND ACQUISITION	$1,740,000
CONSTRUCTION	6,000,000
TOTAL COST	$7,740,000

The first phase of the San Jose Sewage Treatment Plan was completed on October 22, 1956, at a cost of $3,691,500, and provided for primary treatment of the City's sewage. The purpose of the plant was to reduce the pollution of the Bay's water, by giving primary treatment to the sewage before depositing effluent into the Bay.

On September 30, 1957, the City was notified by the State Water Pollution Control Board that further treatment of sewage would be required. In compliance with the State Board's order, the City retained the consultant firm of Brown and Caldwell to prepare studies and evaluate the most economical and efficient method of providing secondary treatment to the sewage. These studies led to the construction of a comprehensive pilot plant and resulted in the recommendation that a modified activated sludge process would produce the desired result.

In 1959, the City of Santa Clara purchased an interest in the treatment facilities and the outfall sewer line to the Bay. Since that time, County Sanitation Districts have either purchased an interest or contracted for a specific capacity in the use of the treatment facilities.

Additional primary facilities were added in 1960 at a cost of $1,289,000, which increased the average design capacity from 36 to 51 million gallons per day. The construction of additional primary facilities, however, did not relieve the City of the State Water Pollution Board's repeated requests to provide secondary treatment to the sewage. Finally, the City received a cease and desist order from the State to either construct the new facilities or curtail all new construction in the City. Since the plant now functions as a regional facility, curtailment of all new construction would have affected all the areas south of the treatment plant now dependent upon its service, and would have resulted in major unemployment in the construction industry.

On February 7, 1961, the voters of San Jose approved a $22,600,000 bond issue for the purpose of constructing additional primary treatment, secondary treatment, and sanitary sewer lines. The amortization of the bonds was to be financed by a sewer user's service fee enacted by the City Council one year before the bonds were approved. The sewer user's fee was based upon a ratio in direct proportion to benefits received.

The completion of the secondary treatment plant on February 25, 1964, provides the cities and the County Sanitation Districts with a facility capable of serving millions of gallons per day. This should serve the area's needs until 1970 when further expansion will be required.

As stated previously, the 1961 bonds are being amortized from a sewer user's service fee. Based upon the present rate of growth and the revenues derived, it may be necessary to enlarge the plant. Studies will be made to determine future requirements. It is anticipated that the user's service fee will be the source of revenue to be used for its financing, as is now the case.

The former Evergreen Water Company was purchased at a cost of approximately $202,000. In addition, the City assumed liabilities of approximately $82,000 in reimbursement agreements. Over and above the original investment, the City has financed the acquisition of well sites, the drilling of two new wells, a pumping plant, distribution mains, and related equipment at a cost of approximately $600,000. Engineering reports show that still further capital investments will be necessary if the Municipal Water System is to accomplish the purpose for which it was acquired.

At the present time, the Municipal Water System is operating at a profit. It is recommended that any surplus revenues be reinvested in the expansion of the system to provide water service to the Evergreen Area as it is required for development. It is intended that upon completion of the system, the initial investment should be returned to the general fund.

During the next ten-year period, it is estimated that the Municipal Water System will be serving an area of 2,470 acres, as compared to its present service area of 400 acres. To provide adequate service, an expenditure of $792,400 will be needed for wells, meters, pump stations, reservoirs and tanks. It is recommended that this program be financed by revenue bonds which would be amortized from surplus revenues of the Municipal Water System.

Table 13 — SUMMARY OF PROPOSED SCHEDULING FOR 1966 CAPITAL IMPROVEMENT PROGRAM — $62,580,000

Program	1966 - 1967	1967 - 1968	1968 - 1969	1969 - 1970	1970 - 1971	1971 - 1972	1972 - 1973
Traffic $23,400,000 $16,320,000 (Bond Fund) *$ 7,080,000 (Gas Tax)	Berryessa $ 255,000 Capitol 300,000 Hostetter 200,000 Jackson 90,000 McKee 115,000 Race 150,000 Center Strip 330,000 Signals 525,000 Bridges 250,000 Total $ 2,215,000	Bird $ 2,930,000 Bridges 100,000 Pedestrian Crossing 100,000 Total $ 3,130,000	Hamilton-Pine 400,000 Total 400,000	Signals $ 398,125 Taylor 720,000 San Antonio 850,000 Center Strip 154,375 Bridges 350,000 *Hedding 100,000 *Signals 258,125 *Center Strip 258,125 Total $ 3,088,750	Center Strip $ 154,375 Park 1,295,000 Landscape 60,000 Bridges 200,000 Signals 318,125 *Willow 1,670,000 *Signals 338,125 *Center Strip 258,125 *Bollinger 395,000 Total $ 4,688,750	Landscape $ 60,000 Signals 398,125 Center Strip 154,375 *St. John 300,000 *Moorpark 480,000 *Center Strip 258,125 *Signals 258,125 Total $ 1,908,750	Bridges $ 270,000 Bascom 775,000 Landess 220,000 Cropley 190,000 St. James 1,370,000 Auzerias 1,230,000 Center Strip 484,375 Signals 923,125 *Lincoln 800,000 *Downer 555,000 *Center Strip 258,125 *Signals 258,125 *Story 635,000 Total $ 7,968,750
Airport $5,000,000 $2,000,000 Bond Fund) **$3,000,000 (Airport Rev.)	**Irrigation $ 50,000 **South Concourse 33,000 **A-1 90,000 **1-T 26,000 **Access Lighting 31,000 **Maintenance Bldg. 66,000 **A-2 45,000 **Access T 59,000 Air Rights 100,000 Total $ 500,000	Air Rights $ 400,000 Total $ 400,000	**Coleman Lighting $ 28,000 **30R 143,000 **A-4 80,000 **2-T 113,000 **P-1 100,000 **Access Road 10,000 **Power Service 106,000 **Lighting (Park) 20,000 Total $ 600,000	**General Av. $ 224,000 **Ticket Counter 176,000 **Taxiway J 85,000 **A-3 116,000 **30-L 94,000 **H-1 35,000 **Concourse 270,000 Total $ 1,000,000	**A-5 $ 180,000 **6-T 125,000 **3-T 80,000 **30R 94,000 **West Apron 191,000 **Concourse Add. 330,000 Air Rights 1,000,000 Total $ 2,000,000		Air Rights $ 500,000 Total $ 500,000
Public Works Service Yards $1,210,000	Evergreen $ 140,000 Total $ 140,000	Southwest $ 260,000 Total $ 260,000		Coyote $ 140,000 Taylor 50,000 Br. Assem. Rm. 30,000 Total $ 220,000	Mabury $ 300,000 Total $ 300,000	Monterey $ 110,000 Br. Assem. Rm. 35,000 Total $ 145,000	West Valley $ 110,000 Br. Assem. Rm. 35,000 Total $ 145,000
Civic Center $6,171,000	Police Bldg. $ 1,000,000	Property Acquis. $ 625,000		Recording Bldg. $ 300,000	Police Garage $ 946,000	City Hall $ 2,800,000	Communications $ 500,000
Fine Arts $65,000		McCabe Hall $ 65,000					
Storm Sewers $2,500,000	Almaden $ 100,000 Total $ 100,000	Downer-Pearl $ 200,000 Monterey-Canoas 200,000 Total $ 400,000			Santa Teresa $ 400,000 Total $ 400,000	Martin Silver $ 100,000 McLaughlin 200,000 Evergreen 300,000 Murphy-Coyote 100,000 Total $ 700,000	Melborne 100,000 Sierra Creek 500,000 Redmond-Golf 100,000 Dent-Ross 100,000 Capitol 100,000 Total $ 900,000
Sanitary Sewers $4,000,000	Interceptor $ 1,750,000			Interceptor $ 1,750,000		Mains $ 250,000	Mains $ 250,000
Library $1,360,000	Books $ 175,000 Berryessa 190,000 Total $ 365,000	Almaden $ 300,000 Total $ 300,000		Books $ 75,000 Rose Garden 25,000 Total $ 100,000	Books $ 100,000 Total $ 100,000	Edenvale $ 195,000 Total $ 195,000	Evergreen $ 300,000 Total $ 300,000
Fire Protection $1,513,000	Station #11 $ 150,000 Drill Tower and Training Facility 257,500 Fire Equipment 43,000 Total $ 450,500	Station #27 $ 115,000 Microwave 35,000 Fire Equipment 22,500 Total $ 172,500		Fire Equipment $ 72,500 Training Fac. and Drill Tower 102,500 Total $ 175,000	Station #32 $ 150,000 Fire Equipment 22,500 Station #30 30,000 Total $ 202,500	Station #8 $ 110,000 Micro & Alarm 197,500 Total $ 307,500	Fire Equip. $ 87,500 Micro & Alarm 117,500 Total $ 205,000
Parks $9,621,000	District Parks Acquis. 2 Parks $ 300,000 District Park Impr. Almaden #1 43,000 Downer #1 59,000 Jollyman 51,000 Downer #2 59,000 Biebrach 12,000 Casa View 62,000 Hamann 54,000 Saratoga Cr. 10,000 Doerr 40,000 Welch 47,000 Jeanne 33,000 Lone Hill 38,000 Mt. Pleasant 10,000 Santana 25,000 Capitol 10,000 Coyote River 2,500,000 Kelley Park Jap. Tea House 87,000 Happy Hollow 180,000 Alum Rock Picnic Area 150,000 Total $ 3,770,000	District Park Acquis. 1 Park $ 150,000 Dist. Park Impr. Almaden #2 59,000 Starbird 27,000 Rainbow 80,000 Ryland 25,000 River Glen 24,000 Regional Almaden 100,000 Kelley Pk. Historical Park 156,000 Alum Rock Park Development 70,000 Total $ 691,000		District Park Acquis. 1 Park $ 150,000 District Park Impr. Fernish 81,000 Ocala 88,000 Great Oaks 77,000 Regional Almaden 375,000 Kelley Park Picnic Areas 178,000 Alum Rock Playground 60,000 Total $ 1,009,000	District Park Acquis. 1 Park $ 150,000 Dist. Park Impr. Pitner 87,000 Calabazas 87,000 Montgomery 109,000 Noble 52,000 Watson 100,000 Regional Almaden $ 300,000 Kelley Park Turf and Irrigation 185,000 Total $ 1,070,000	District Park Acquis. 2 Parks $ 300,000 Regional Silver Creek 150,000 Overfelt 100,000 Kelley Park Swimming 368,000 Alum Rock Park Develop. 125,000 Total $ 1,043,000	Dist. Park Acquis. 3 Parks $ 450,000 Regional Silver Creek 225,000 Overfelt 104,000 Penitencia 435,000 Kelley Park Lake Complex 422,000 Utilities 277,000 Alum Rock Picnic Areas 125,000 Total $ 2,038,000
Sports Arena $7,740,000	Land Acquis. $ 1,740,000		Building $ 6,000,000				
Total Financed with Bond Funds	$11,630,500	$ 6,043,500	$ 6,400,000	$ 6,026,500	$ 6,046,000	$ 6,053,000	$10,300,500
Total Financed by Other Sources	$ 400,000		$ 600,000	$ 1,616,250	$ 3,661,250	$ 1,296,250	$ 2,506,250
Grand Total	$12,030,500	$ 6,043,500	$ 7,000,000	$ 7,642,750	$ 9,707,250	$ 7,349,250	$12,806,750

*To be financed with Gas Tax.

**To be financed with Airport Revenues.

SECTION IV

FINANCING

FINANCING THE 1966 CAPITAL IMPROVEMENT PROGRAM

BACKGROUND

The total capital improvement program proposed for the next 7-year period from 1966-67 through 1972-73, is $62,580,000. Of this amount, $52,500,000 is proposed to be financed from the sale of general obligation bonds, plus an additional $3,000,000 in general obligation bonds is proposed for airport purposes which will be amortized solely from airport revenues and will be considered separately in the financing plan.

In developing the financing method for the proposed 1966 bond program, a concerted effort was made to limit the additional property tax burden due to the sale of these bonds to a maximum of 10¢ per $100 of assessed valuation. Since the proposed bond issue of $52,500,000 (exclusive of Airport issue) could not be totally supported by an increase of only 10¢ on the tax rate of the city, it became necessary to identify and allocate other available city revenues to supplement the 10¢ property tax increase to be levied, starting in the fiscal year 1966-67, in order to meet debt retirement costs. This will be accomplished by placing certain other revenues into a special reserve fund each year to be used to meet bond service costs on all 1966 bonds sold. This approach to financing a major capital improvement program in San Jose with the least possible property tax impact is explained below.

OTHER REVENUES USED

By policy determination of the City Council, 50% of the anticipated revenues from the Cigarette Tax, adopted commencing August 1, 1965, were allocated for capital improvement purposes. It is proposed to earmark this 50% portion of these funds for debt retirement purposes for the 1966 bonds, beginning with receipts during the 1966-67 fiscal year.

Under City Council policy, one-half of all sales tax revenues are utilized for operating purposes and the second half is reserved for capital improvements, 1961 bonds debt service, and other miscellaneous purposes. It is proposed to also utilize a part of the second half of sales tax revenues not needed for debt service of the 1961 and 1957 bond programs or for other capital purposes. In considering the surplus sales tax revenues available, provision was also made for the reservation of $1,000,000 each year for capital improvements to be budgeted in the Sales Tax Improvement Fund at the discretion of the City Council. In summary, therefore, financing of the 1966 bond issue was structured on the basis of a combination of the following revenues:

1) A 10¢ property tax increase beginning with the 1966-67 fiscal year; plus
2) One-half of the estimated cigarette tax revenues each year beginning with the fiscal year 1966-67; plus
3) Surplus sales tax revenues which are not needed for 1961 and 1957 bond amortization costs or not reserved for other capital improvements, beginning with the fiscal year 1966-67.

Under this program, sufficient combination revenues are estimated to be available to meet all debt service requirements on 1966 bonds sold through the fiscal year 1973-74, a period of 8 years. In 1974-75, it is anticipated that adequate revenues will be available from one-half of the cigarette tax plus uncommitted portions of the second half of the sales tax to permit the reduction of the added 10¢ property tax levy to 2¢. As further experience with actual revenues is gained after fiscal year 1974-75, it is probable that the remaining property tax levy of 2¢ can be eliminated entirely. In that event, the 1966 bond issue amortization costs can be met solely by a combination of one-half of the cigarette tax revenues and a portion of uncommitted second half of sales tax revenues. The following data illustrates the financial plan proposed in this program:

PROJECTED ASSESSED VALUATION AND REVENUES

Fiscal Year	Estimated Assessed Valuation	Gross Projected Revenue from 10¢ Property Tax	Adjustment Due to Estimated Delinquency and Collection Costs (3½%)	Net Projected Revenues from 10¢ Property Tax
1966-67	$ 740,000,000	$ 740,000	$25,900	$ 714,100
1967-68	790,000,000	790,000	27,650	762,350
1968-69	840,000,000	840,000	29,400	810,600
1969-70	890,000,000	890,000	31,150	858,850
1970-71	940,000,000	940,000	32,900	907,100
1971-72	990,000,000	990,000	34,650	955,350
1972-73	1,040,000,000	1,040,000	36,400	1,003,600
1973-74	1,090,000,000	1,090,000	38,150	1,051,850
1974-75	1,140,000,000	1,140,000	39,900	1,100,100
1975-76	1,190,000,000	1,190,000	41,650	1,148,350

PROJECTED CIGARETTE TAX REVENUES PROPOSED FOR DEBT RETIREMENT

Fiscal Year	Projected Cigarette Tax Revenues (50%)
1966-67	$450,000
1967-68	480,000
1968-69	510,000
1969-70	540,000
1970-71	570,000
1971-72	600,000
1972-73	630,000
1973-74	660,000
1974-75	690,000
1975-76	720,000

SALES TAX REVENUE PROJECTION AND UTILIZATION (50%)

Fiscal Year	Total Sales Tax Revenues (50% Portion)	Less Amount Reserved for Other Capital Improvements	Net Sales Tax Available for Bond Amortization	Sales Tax Funds Committed for 1961 Bond Retirement Costs	Net Sales Tax Revenues Available for 1966 Bond Retirement
1966-67	$3,078,680	$1,000,000	$2,078,680	$2,159,655	$ (80,975)
1967-68	3,232,615	1,000,000	2,232,615	2,257,085	(24,470)
1968-69	3,394,245	1,000,000	2,394,245	2,121,080	273,170
1969-70	3,563,955	1,000,000	2,563,955	1,932,300	631,655
1970-71	3,724,335	1,000,000	2,724,335	1,641,485	1,082,850
1971-72	3,891,930	1,000,000	2,891,930	1,287,810	1,604,120
1972-73	4,067,065	1,000,000	3,067,065	1,057,210	2,009,855
1973-74	4,229,750	1,000,000	3,229,750	880,510	2,349,240
1974-75	4,398,940	1,000,000	3,398,940	649,415	2,749,525
1975-76	4,530,910	1,000,000	3,530,910	420,365	3,110,545

SPECIAL RESERVE FUND TO BE CREATED

In order to insure that sufficient funds will be available to meet the cost of the 1966 bond amortization program within the maximum 10¢ property tax levy proposed, it is planned that a special reserve fund be established for the purpose of accumulating all available revenues allocated for bond service purposes. Prior to the tax levy date each year, funds will be transferred from the proposed Bond Redemption Reserve Fund to the city's bond interest and redemption fund to service the 1966 bonds in an amount sufficient to pay bond service costs in that year. By this procedure, it will become unnecessary to levy property taxes for 1966 bond amortization costs other than the 10¢ maximum indicated above. This will also assure bond holders and taxpayers that the city's cost of the 1966 bond program will be adequately safeguarded within the 10¢ property tax increase proposed in this program.

The following table shows how the three revenue sources—property tax, cigarette tax and sales tax, relate to the projected total amortization of the 1966 bond program:

FINANCING SUMMARY — 1966 BONDS

— Estimated —

Total Bonds Amortized — $52,500,000**

Fiscal Year	Projected Bond Sale	Est. Bond Amortization Costs	Estimated Combined Revenues Available	Accumulative Reserve Fund Balance
1966-67	$12,000,000	$ 315,000	$1,083,125	$ 768,125
1967-68	6,000,000	1,177,500	1,217,880	808,505
1968-69	6,000,000	1,666,500	1,593,770	735,770
1969-70	6,000,000	2,145,000	2,030,505	621,275
1970-71	6,000,000	2,613,000	2,559,950	568,225
1971-72	6,000,000	3,070,500	3,159,470	657,195
1972-73	10,500,000	3,635,625	3,643,455	665,025
1973-74	—	4,179,000	4,061,090	547,115
1974-75	—	4,087,125	4,539,625	999,615 (119,615)*
1975-76	—	3,995,250	4,978,895	1,983,260 (184,860)*

**Estimated balance with property tax levy reduction from 10¢ to 2¢.*

***Excludes $3,000,000 issue for Airport improvements to be amortized solely from Airport revenues.*

NOTE: The above bond sale schedule assumes an interest only payment during the first year of each issue with full interest and principal payments commencing the second year of each issue.

LAUNCHING THE PROGRAM

The program projects a 7-year bond sale schedule beginning with the fiscal year 1966-67, and providing for sale of bonds each year thereafter through the fiscal year 1972-73. Because of timing on the receipt of revenues, reserves in the Bond Redemption Reserve Fund at the beginning of each year may not be adequate to fully amortize a projected bond sale outlined above. In that event, the bond sale schedule must be adjusted to coincide with the total revenues available at the start of each fiscal year in the Bond Redemption Reserve Fund. As in the past, this factor can be controlled by City Council policy in its Capital Improvement Budget.

Under this financing procedure, it is proposed to levy a full 10¢ property tax beginning with the fiscal year 1966-67. The portion of the 10¢ tax levy not required in that year for direct debt service will be retained in the Bond Redemption Reserve Fund and utilized in subsequent years when the accumulated debt service costs, due to the sale of bonds, exceed the yield from the 10¢ levy.

SPECIAL ISSUE FOR AIRPORT CONSTRUCTION

Not included in the above computations is a $3,000,000 bond issue which is proposed for the construction of improvements at the San Jose Municipal Airport. The amortization of this special issue is expected to be met entirely from airport revenues. However, because of savings in interest costs, it is advantageous to finance these improvements through issuance of general obligation bonds, although it is anticipated that no property tax levy will be required to service these bonds.

CHART 2 — CITY OF SAN JOSE
PER CAPITA BONDED DEBT — AS OF JUNE 30th EACH YEAR

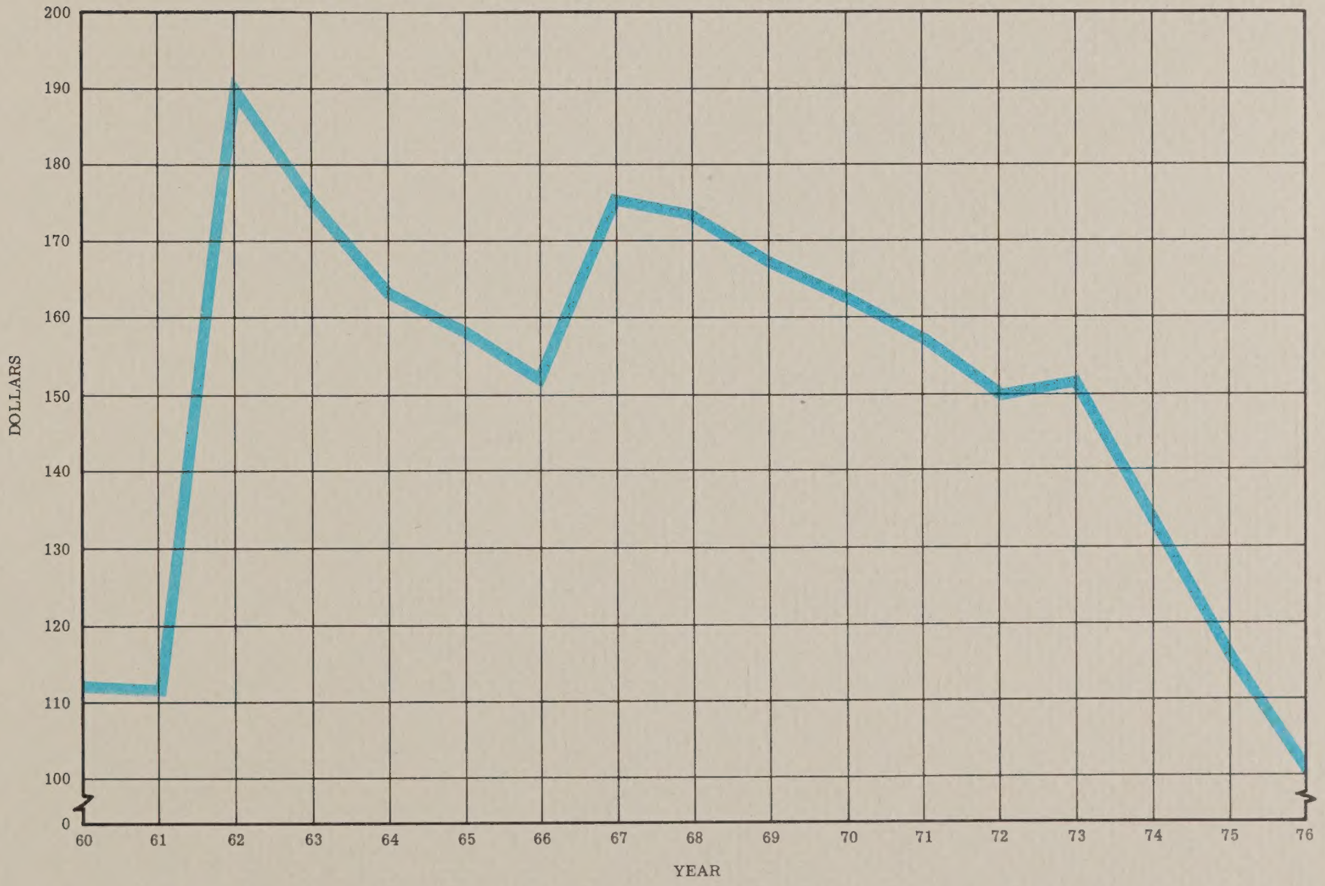


CHART 3 — CITY OF SAN JOSE
PER CENT OF BONDED DEBT CAPACITY USED — PROJECTED FOR PERIOD 1965-66 TO 1975-76

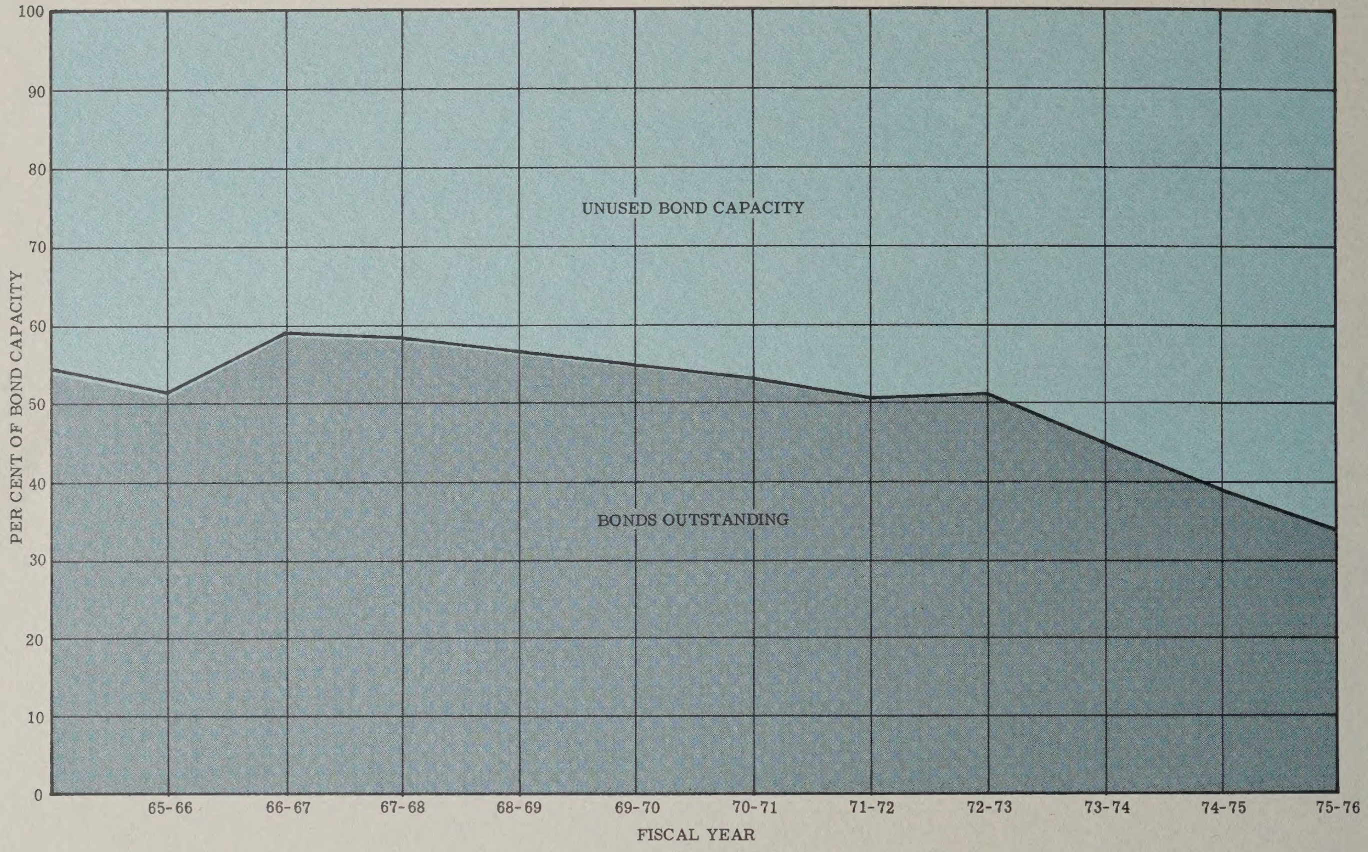
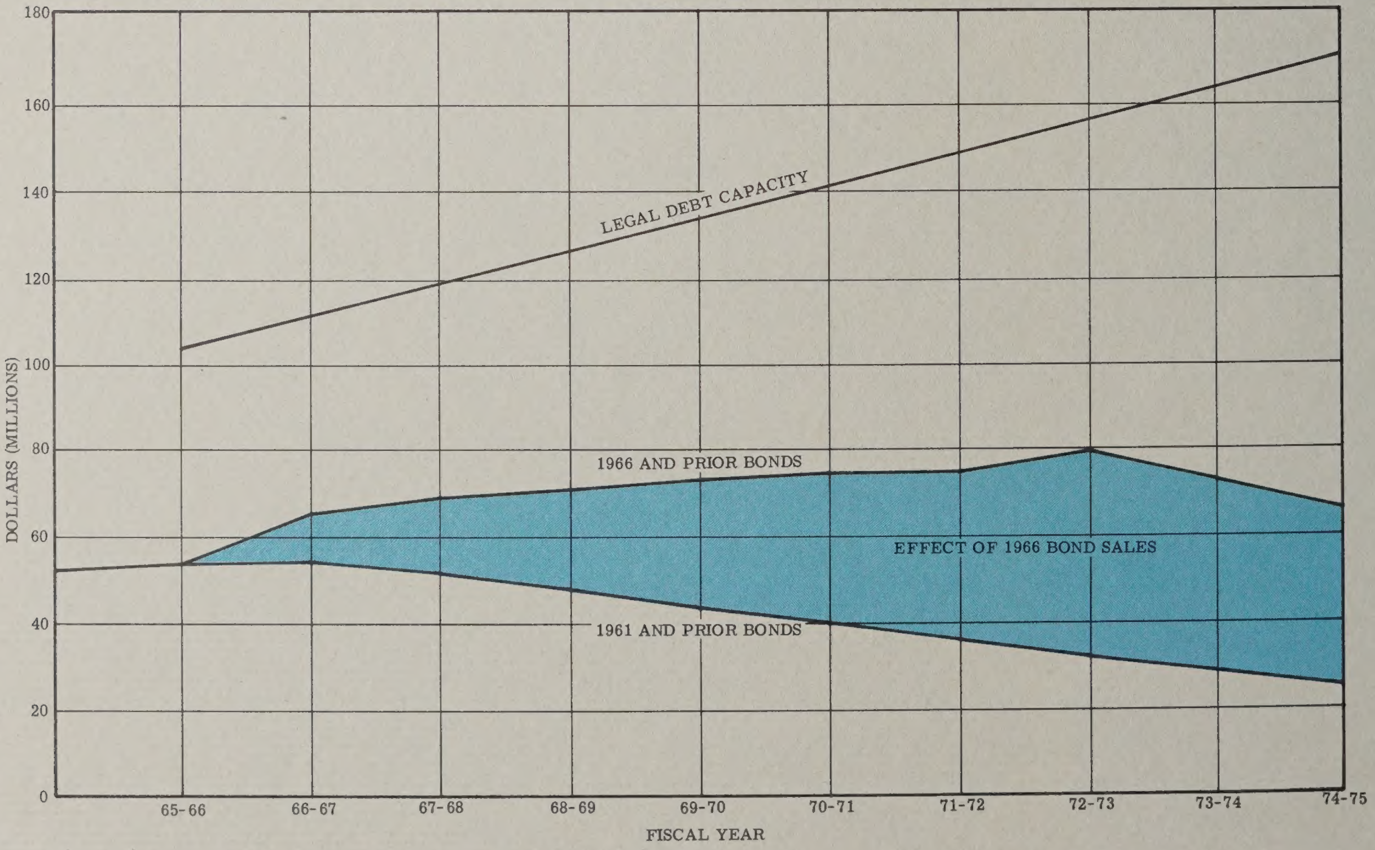


CHART 4 — CITY OF SAN JOSE
COMPARISON OF 1966 AND PRIOR BOND ISSUES WITH LEGAL DEBT LIMIT



Note: The City Charter provides that the bonded debt limit evidenced by general obligation bonds shall not exceed 15% of the total assessed valuation of all real and personal property within the city. (City Charter Sec. 1216)

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